

CHILI TOWN BOARD
March 16, 2011

A meeting of the Chili Town Board was held on March 16, 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 Supervisor David Dunning.

PRESENT: Councilwoman DiFlorio; Councilwoman Ignatowski, Councilman Slattery, Councilwoman Sperr and Supervisor David Dunning.

ALSO PRESENT: Richard Brongo, Town Clerk; Jordon Brown, Deputy Town Supervisor; Dawn Forte, Supervisor's Secretary; Sandra Hewlett, Stenographer; David Lindsay, Commissioner of Public Works/Highway Superintendent and Building Department Representative; Dianne O'Meara, Director of Finance; Richard Stowe, Counsel for the Town; Eric Vail, Insurance Counselor.

The invocation was given by Richard Brongo.

The Pledge of Allegiance was cited. The fire safety exits were identified for those present.

PRESENTATIONS/ANNOUNCEMENTS:

1. Proposal for Highway Garage - David Lindsay & Bergmann Associates.

SUPERVISOR DUNNING: We do have a presentation this evening from our Commissioner of Public Works, Superintendent of highways David (Dunning) Lindsay and also from our consultants on the new design for our new highway DPW facility. With that I would introduce David (Lindsay) Lindsay. Take it away.

DAVID LINDSAY: Thank you. Appreciate the opportunity to come before the Board in kind of a -- bring you up to speed on the progress made any Bergmann Associates and the work they have done with the Town highway garage up to date here.

To do that, I want to kind of -- kind of bring you kind of full circle and tell you a little bit about who we are and what we do, and the -- to kind of pull you through the process to where we are today.

To do that, I want to talk a little bit about who DPW is, who -- who is the DPW is, the Highway, the Parks Department and what it is that we do for you. We're going to talk a little bit about why does Chili need a new facility for these departments.

After that we'll kind of move into how this Department or how this new facility will benefit the Department and the community.

We're going -- this should really be titled probably "Anticipated questions." We titled it "Frequently asked questions," but these are going to be some questions we kind of anticipate getting from the Board or the community as we move this project forward.

I will turn it over to the folks from Bergmann here. Andy Hart and Joe Istavan, they're going to talk a little bit about the proposed facility, and then we're going to talk -- move into a discussion on both the construction estimate, both the State and local share for that.

Then we're going to wrap it up with just kind of a path forward how we see this project moving forward to completion.

So with that said, I think the Board understands for the most part what Highway, DPW and Parks does, but for the community, too, and maybe even the Board doesn't know exactly what we do on a day-to-day basis.

We're comprised of a group of 45, 46 individuals, talented, skilled individuals. We're dedicated to enhancing the quality of life in Chili. On day-to-day basis we make every effort to maximize the efficient and effective use of your tax dollars and the resources that we have in support and maintenance of the public infrastructure and the programs.

We're committed on day-to-day basis to public safety in providing prompt and courtesy quality service. That is not just Monday through Friday. We do that at 2 o'clock in the morning when the phone rings. We do it on weekends. We do it 365 days of the year. When folks are at home opening Christmas presents, our guys are out there cleaning and maintaining the streets and plowing the roads.

We take pride in the work we do for the community. By some estimates, I think this winter here that we had -- I think this is the 19th worst on record. But I think it is safe to say that our roads have continually been throughout the season probably the best in Monroe County. The force, the crews we have there are second to none. We do a fantastic job, in my opinion.

What do we do on day-to-day basis? Well, some of the major services that we provide the community, we're responsible for the maintenance and repair and construction of the Town and construction roads. We're also responsible for the maintenance to the facilities, public property. We perform year-round metal -- we perform year-round metal pickup, brush pickup and yard

debris pickup. That's 365 days a year, every single street in Town.

We also each fall pick up over 8,000 cubic yards of leaves. We do a full leaf pickup in the Town. Sometimes we don't always finish in the fall and we're finishing in the spring, but that is subject to, you know, the weather conditions. But 8,000 yards is a lot. We also bring some of that back to the community as compost. It is a nice material. Works well in gardens.

We also investigate drainage complaints, and are responsible for the maintenance of hundreds of Town street signs.

There was a discussion off the record.

DAVID LINDSAY: We're responsible for over -- for maintenance of over 2,000 catch basins in the Town; 500,000 lineal feet of storm sewers and roadside ditches; 65,000 feet of sidewalk.

We're also responsible for the upkeep of over 115 miles of Town roads.

We also manage over 35 storm water ponds.

Each year we do street resurfacing projects that range anywhere from three to six miles that involve milling and resurfacing through the Town.

We also do hazardous tree removal and vegetation growth removal.

Another good point is you probably see our street sweepers out there. We usually get that out early in the spring and it runs through the summer. We hit every single street in the Town sometimes two, sometimes three times.

Our Parks Department does a great good with maintaining the safe playgrounds, keeping those up to date. The number of parks that we have, we're responsible for the maintenance of all of those facilities, the recreation paths and the public areas.

And probably the one of the largest components is we just mentioned this past winter, the snow and ice removal. Each time we send those trucks out on a full plow run, they're plowing 360 lane miles of road. Over the course of a year, that's a lot. That's a lot of work. That was -- the Town, County and State roads.

So, you might ask why does Chili need a new facility? We seem to be doing pretty good with where we're at. Well, it's probably due to the skill and talent of the folks we have there.

The current location obviously, I think, is safe to say, it decreases safety. It is smack dab in the middle of a commercial center, as well as a park area. We have fuel pump islands. We have 20 ton vehicles going in and out. We've got people trying to get into the Court facilities, getting into the Recreation facilities, using the park facilities. It is not a safe operation in that location.

It also adds to the congestion in the commercial core of our community.

The limited size of that property negatively impacts our ability, um -- negatively impacts our ability to provide services to the community. It restricts our ability to provide additional services such as compost, additional composting.

The existing garage itself as was built back in the 1930s. There has been various add-ons throughout the years, some in the late '30s, '50s, and '60s, but nothing recently.

This community has grown dramatically in the last 10, 15 years, but the facility that we have remained the same as essentially what it was back in the '80s or the '70s. We haven't grown with the community. Certain aspects have been -- we have built the salt barn several years back, but the actual garage itself has not grown.

The Department itself is responsible for the maintenance of over 120 vehicles, major pieces of equipment. Due to the size of the facility, many of these we -- we cycle them in and out of the facility on a regular basis, depending on the seasons we're in, and many of those are stored outside on a regular basis. This adds wear and tear to the vehicle and decreases the service life of the vehicle.

The mechanics bays themselves, we don't have proper hydraulic lifts for lifting heavy equipment. This requires the mechanics to work on the floor, sometimes dealing with pieces of equipment that are hundreds -- hundreds of pounds trying to get underneath there on a scooter or a skid. Sometimes this requires us to send vehicles out for repair.

The equipment parts room in the facility is really -- it's just too small for the operation that we do. It doesn't allow for a proper inventory of replacement parts and small tools.

The bays themselves offer very little room for tool storage and proper employee movement. When we have got those bays full of our plow vehicles in the winter months, there is just not a lot of room to go around them. We essentially have to open the doors to get around the vehicles sometimes when we perform maintenance operation and cleaning the vehicles.

The lunch room itself in the administration area, um, doesn't accommodate the current work force. When we get everybody in there, there is just not enough room. We have 46 folks in there.

The toilet facilities are inadequate. They don't meet modern code requirements. There is no separate locker facility for -- for female employees. There -- the facilities themselves aren't even ADA compliant.

Overall, the building spaces are undersized and inefficient and lack some of the basic environmental estimates.

They don't provide good separation of people and vehicle exhaust. Sometimes we get some of that happening. You have -- we got maintenance operations happening only feet away from where you have administration operations happening. You have got somewhat of a shared HVA system where you get some cross-contamination.

There is a severe lack of storage, work convenience spaces. Oftentimes we find ourselves

holding Traffic and Safety, and there might be snow and ice operations going on, and you have got guys walking through, using the lunchroom. Drainage meetings are the same way. Or we have got to have meetings inside of a Foreman office where they're coming in and out, and they're doing their duties, or we have got to move up to the Town Hall. So there is a severe lack of those meeting spaces.

There is also a substandard heating and cooling system.

There's a -- we have a diesel and an unleaded fuel tank. My understanding was they were upgraded in the 1990's. Essentially they might be nearing the end of their useful service life. They're not leaking, but in time if they do start to leak, you would have significant costs associated with an environmental remediation.

There is poor fire separation. There's no sprinklers in the building. Poor fire separation for the employees.

This one here, too, the available salt storage really only represents 10 to 15 percent of what our annual need is. Most modern DPW facilities have 40 or 50 percent salt storage of what their annual need is. This presents a big problem for us. Fortunately, we have never run out of salt, but we have come close. We need salt to keep the roads safe.

I touched on the inadequate vehicle storage, as well. It leaves expensive equipment exposed to the environment and the elements. I want to kind of read these verbatim.

"In 2006, the American Public Works Association of America, Snow and Ice Conference, recommended that as a part of a community snow and ice program, winter maintenance equipment as well their attachments should all be stored inside."

We don't always do this. We just can't do it. We don't have the size of the storage area.

New York State Highway Law stipulates that "The Town Superintendent shall provide a suitable space for housing and storing of machinery, tools, implements, equipment owned by the Town and cause the same to be stored therein when not in use."

This is all of the stuff we have. We can't do that. We just don't have the size of the facility to do that.

So now we kind of talked about what some of the deficiencies are there. Andy (Hart) and Joe (Istavan) are going to talk about the new facility and kind of walk you through that with the drawings here and over here (indicating).

I want to talk a little bit about some of the benefits that that facility will provide the community and the Department, because really they are kind of tied together. You provide a benefit to the Department; you provide a benefit to the community.

What we did at the outset of this process is we really -- we sat down with the folks at Bergmann and took a comprehensive and detailed look at the operation and the needs. We looked at it from a cost conscious standpoint, too.

And based upon those meetings, industry standards and the needs assessment that we did, we designed a facility for 40 to 50 employees and 120 vehicles.

You will see on a slide up here (indicating), the original plan really called for a larger facility, but we recognized in today's day and age, cost is a factor. So we looked real hard at what we were trying to do. We came up with basically a prioritization of what we had. We had things that we needed on a daily basis to perform our operations. We had things that we would like to have that might improve efficiencies, and then we had the kind of nice-to-have items.

The current design really represents the minimum size facility necessary to meet the needs of the Department. There is not a lot of nice-to-haves in there.

What this new facility will provide is it will provide inside storage for our most mission-critical pieces of equipment. Again, this is not a nice-to-have, but it's essential. It is essential for the safety of the employees, the security of the facility and the machinery, and for efficient operations.

The facility itself, um, an updated facility would allow for us to perform more of an in-house vehicle maintenance. Vehicle lifts would decrease our repair cycle oftentimes by maybe 50 percent. Because of the way we do it now, you could have a plow truck that comes in. We have got to lift it up, prop it up to do the work. Maybe it takes a day or two to do the work. With a lift, we could probably do it in half the time.

It also increases safety for our mechanics in the shop.

New facility would obviously be designed to current standards. It would be better for the environment. It would decrease idling times of the vehicles, as -- if we're able to store these vehicles inside, it would decrease the idling time, thereby saving fuel.

It would provide -- like I said before, we would also provide a safer workplace for the employee.

It would be designed to meet current New York State codes and standards and really be consistent with modern values how employees should be treated. It would provide for a separate work area from the vehicles and storage and maintenance spaces, which would provide us a -- a healthy environment.

There is also community benefits for this facility. It would allow us to increase our material give-back area. Leaf composting, material recycling.

Currently now, you know, we do millings of five or six miles of road, and we return all of that material back to the asphalt plant. We can keep that if we have the space and re -- and recycle that and use that.

We can keep our -- we clean hundreds of feet of ditches each summer. We can keep that material and screen it and use it for topsoil. We did a major project on Red Bud where we replaced 1500 or 2,000 feet of sidewalk -- not sidewalk -- concrete gutter. If we had the space,

we could keep that, bring in a crusher every couple of years and crush it up and use it for road base or pipe base. We can't do that with the facility we have now. We simply don't have the space.

With this new facility and the space that we would have, the Town would see a savings on brush removal. It would allow us -- right now we -- we chip the material, bring it back, bring it over to Terry Tree Service. If we had a large facility, we could open pick. Some municipalities like Ogden, I believe, contract with a power generation firm. They come in and they will chip the material for free for you, and there was even a municipality on the east side of the Town where they're being paid to supply this material.

The facility also would create new public features, including -- perhaps you will have -- a part of the administration area of the building, there will be a space could be used for voting and meeting. Program spaces would include an area within the administration wing for engineering and GIS, which we're trying to incorporate, which helps us manage our assets and also an Incident Operations Center.

This Incident Operations Center is really being combined -- there is an area you will see on the drawings there, off of the lunch room. It would serve a multipurpose. It would be a room that would be used for the incident operations, for public meetings, for voting that, type of thing.

The facility really maximizes the uses of Town resources, and it maintains and preserves the consolidation of our municipal operations the way they are now.

The way things function now is you got Parks, we got Highway, we got DPW all together. This is a tremendous benefit, I believe, to the community. It allows us to share services, allows us to share resources. This facility maintains that, preserves that for us.

As part of the administration wing, also it creates kind of a recognizable public entrance. Right now have you folks that come in and they really don't know where to go when they go down there.

COUNCILWOMAN SPERR: That's true. Very true. Pick a door, any door.

DAVID LINDSAY: And it provides off-hour access, public access to some of these bays, so you get in there, to a secure facility and have some of your meetings.

And of the things that we worked with Bergmann on early on in this process is we submitted for a green initiative grant. I'm not sure if you're familiar with the green initiative out there, but we -- we applied for this grant. We should be hearing back shortly. Hopefully we're successful. If we are able to achieve that, one of the features that we would like to incorporate in there is kind of a storm water recycling where we collect the storm water off the roof, recycle that and use it for washing the vehicles or putting it in the street sweeper. So we're -- hopefully with the bid Bergmann put in and our staff, we'll be successful.

Again, some of the -- not really a frequently asked question, but maybe anticipated questions here. You know, what determines the size of the facility? Well, in reality the size of the facility is determined by the size of the work force and the number of vehicles you need. That is really set by the infrastructure in the Town, the number of lane miles or street you have to maintain, the miles of storm sewer, the catch basins. All of those things dictate the size of your work force and the number of vehicles.

That all together dictates the size of your facility, and that is what we looked at when we developed this design for this facility. And it is in proportion to other facilities around the northeast that do similar operations.

What is the difference between this facility and what was presented in the 2009 concept plan prepared by Lu? That plan was done in 2009. It was really geared as a progress concept plan. It was completed without the benefit of a full needs assessment. That plan was different in that it called for a gravel parking area versus heavy duty, which we have now. That was identified during our needs assessment, given the weight of our vehicles, and the operations that we do.

It didn't include a Parks Division. It had a significantly smaller mechanics area, smaller administration area, smaller salt barn, no cold storage, no security fencing. There was a number of differences, design elements differences from the 2009 plan to the plan that we present to you today here.

You know, a common question I think we have heard from some folks is, "Why do you want to store these vehicles indoor? Why do we have to do that?"

The current facility doesn't really address that deficiency. The proposal or -- the new facility that we're proposing, this facility, would address it. And it would be the goal of storing all of our mission critical pieces of equipment inside, and the vast majority of DPWs across the northeast do this. If they're new facilities updated, they do it. I think if you ask any Highway Superintendent/ Commissioner of Public Works, they would say, "Yes, I would love to have that."

It is not just -- it is not just a nice-to-have. It maximizes employee efficiency. It maximizes production. It increases the life expectancy of some vehicles. On some estimates, three to five years, which would be a cost savings to the Town. We currently have a life cycle replacement for plow trucks at around 14 years. They cost \$250,000 each. 200,000 to \$250,000 each. If we can increase that life cycle three to five years, that is a benefit to the Town.

If -- it would reduce vehicle and maintenance -- vehicle and equipment maintenance costs. Minimize the deterioration of the rubber and tires due to the snow and decrease response times to the community during emergency situations.

And a good analogy of this is, I think most people would, if they had the option, would take their \$15,000 car, \$20,000 car and keep it in the garage. We're talking about a 200,

\$250,000 piece of equipment, sweepers, catch basin cleaners, plow trucks. It is just common sense to want to keep those undercover and shield those from the elements.

Why can't we upgrade the present facility and -- or why can't the present facility be upgraded by refurbishing office spaces and maintenance bays?

Well, in a nutshell there just isn't enough space there. I think we alluded to before there is not enough space to expand that facility to what we need. It doesn't accomplish the goals of removing that facility out of the center of Town. It doesn't meet the project goals. The costs associated with that, you would have to do significant demolition work. I don't think there would be a whole lot of cost savings and the space simply isn't there.

Some of the questions I think we have also heard is maybe, "Do you need an Incident Operations Area and why should we locate it here?"

Well, like I said before, I think it is an area of the administration wing that would be a multi-use area. It would serve as a meeting space, as well as a public meeting space, as well as training area for the employees and also this Incident Operations Area.

And it only makes sense. During a major incident like a flood or an ice storm, it is likely that this facility, the Highway/DPW would be the focal point and center of any response operation, so it only makes sense really to incorporate the necessary features to handle such an incident in this design.

One of the things we tried to anticipate, too, could we perhaps save some costs by -- by outsourcing some of our functions, some of our equipment repairs. We already do some of that. We do some of the light vehicles. We take them other places for oil changes, and it is a little bit more convenient when we have to deal with -- repair some of the major vehicles. But really budget constraints and lead times prevent us from doing that more often. It is problematic. We do some of that now. There is some of the specialty equipment we take back to the vendor. But for the most part, we try to do a lot of that in-house, too, because it is problematic to say, "Well, I'm going to, you know, take a plow truck and send it to a vendor for a period of time because I don't want to do that work in-house."

I don't have extra plow trucks. When we send everybody out, it's everybody. We don't have a reserve set of plow trucks.

Ogden. Ogden built a facility six, seven years ago, 2004, I think for about \$4 million. Why can't we do that here? Well, in a nutshell, Chili is Chili; Ogden is Ogden. We have a different set of priorities than they do. We have a different set of needs. Our infrastructure is different than theirs. We have more lane miles. Our fleet is larger. Ogden's fleet is 30 percent smaller than ours. We don't provide the same services. That requires our facility to be larger and different than theirs.

In addition to that, their facility, when they designed and constructed that facility, it didn't include some of the features that we're including in ours. It did, but they provided for the funding with a different mechanism that wasn't part of the project cost. Ogden's didn't include a fuel island. They already had it there or paid for it separately. They didn't include a salt barn in that project. It was paid for separately. They had the yard already in place so there was not a whole lot of site work associated with that. They just had to put the building there.

This question here I think you know we have heard this a couple of times. "Is it possible maybe to utilize the existing facility in conjunction with the new one to try to minimize the size and save costs there?"

And certainly just about anything is possible, but with anything, there is consequences and impacts of such a plan. Depending what services and divisions you -- you leave there, there's a whole slue of impacts that you would have to take into consideration. That might include duplicating operations, inefficiencies, increased utility costs. You have got to man both -- both facilities. You're going to have to upgrade the existing facility. You are going to have to pay utility costs. There will be increased fuel costs as you move machinery back and forth. I think I said increased maintenance costs.

The response time would be increased. Increased wear and tear on the vehicles. A lack of coordination between the services. Any benefits that you would see would be short term. They would be, I believe, significantly outweighed by the increased costs of moving the facilities later than doing it now.

So that is kind of my portion of the presentation. I want to kind of open it up to I think Andy (Hart). Andy (Hart) is going to come up and walk you through the existing -- the design.

SUPERVISOR DUNNING: And for the benefit of the people in the audience, as well as those that will watch in on TV, this is Andy Hart from Bergmann Associates.

MR. HART: Thank you.

The slide I have up here now just shows an aerial photograph of the existing facility along with the proposed facility, so you can see what we're looking at in terms of our project site. This being the -- this (indicating) being the existing facility up here (indicating) and our proposed facility being down here (indicating).

We'll be locating it at 200 Beaver Road, and it is a 30-acre site. We'll be utilizing, as you can see, about -- the southern 15 acres of it in this portion here (indicating). The remainder to the north will remain undeveloped at this time. To the west we have the Cedars of Chili residential neighborhood, and to the east, we have the former Case Hoyt facility.

Next slide shows the more detailed look of the proposed site as we have described it through our needs assessment, our detailed needs assessment that David (Lindsay) talked about. We found that we really needed about 54,300 square feet of highway garage to build this -- to accommodate the fleet that you have, and the administration staff that is there. We have an 8,000

square foot cold storage facility, too, that is located just to the north here (indicating), and next to that is a 7500 square foot salt barn to account for 3,000 tons of salt.

We have also provided a new fueling station which would be here. It would be under a canopy just like a gas station you would see anywhere else, with a fuel island with two dispensers so we could fuel two trucks at once.

We would also have the ability for future animal control building that would be located here (indicating). So we kind of thought of about bringing all the facilities that have you today, bringing them all to the site so they could all work together.

We would also provide a community give-back area that David (Lindsay) kind of alluded to, here (indicating). So that the neighbors -- or the residents can come and get mulch and things like that, compost.

So within the 54,300 square foot building, we have dedicated about 8,000, 7900 square feet of space up here (indicating) for the administration staff. So that is where the locker rooms, the administration offices, the training facility would be located.

And we have with that a 30,600 square foot storage facility for the buildings (sic) in here (indicating), for the vehicles, excuse me. And then also in this building (indicating), we would have 10,400 square feet of maintenance garage with six bays. And that would be located in the L shape of the building here (indicating). As well as 5,400 square feet of Parks facility.

So everything would be located inside this building, bringing everything that we need here.

We also have included a few covered areas -- in this -- in this little space here (indicating), there's a little covered area for outdoor storage.

We also have a covered wash bay here (indicating). So we have really a really good facility that I think really meets the needs that the DPW really has that David (Lindsay) alluded to.

In terms of the placement of the building, we kind of -- as we said, we went to the south of the building to try to keep our -- our disturbance of the site to a minimum. So we have kept the building about 300 feet from Beaver Road, and, um, what we wanted to do is to really provide that less site disturbance, provide shorter services to the building for utilities and -- water and sanitary to help reduce the costs as much as possible, and also the driveway would be a little shorter, too. We have done as much as we can to kind of try to place that forward to the south as we possibly could.

We have also placed it central on the site so we have the ability to extend the building east and west if there is future need to expand the building. So we have shown that as a dotted line right through here (indicating), and on this side here (indicating), so we're able to expand that building in the future should the needs grow as the Town grows.

We have also provided -- kind of want -- in the context of the neighbors, the residents on the west, we want to make sure we kept as much as we could of the noisier operations into the middle of the site, so we have kind of showed the yard here (indicating) where the majority of the services would be.

We have used these two buildings (indicating) as a buffer both visually and by sound to help protect those neighbors to the west.

And also, really that part of the site is really the highest part of the site, so the building would sit up about 14 feet off Beaver Road, so it really gives it a nice prominence as you approach from Beaver Road. It would really give the building a nice look, make it seem like a good sound structure.

Circulation for the site will come through that driveway on the southeast corner. As you come into the site, the first intersection here to the left will have parking for 20 --- for 20 visitors, for 20 cars. We'll also have the parking lot just further west for 65 employees.

The front door to the building would be located here (indicating), so we'll have a nice entryway, with flag poles and -- and vegetation, so we all know where the front door is to the facility when you visit.

We also have an employee entrance which will be located in the corner here (indicating) so the employees would enter into a different spot.

As the vehicles come through the site, the fleet vehicles, you would enter through, um, a sliding gate. So that the whole site will be fenced off for security reasons, so that sliding cantilever gate would open up, the trucks would come through, they could fuel up as they head counter-clockwise through the site, head up, load up with salt, and then they can either exit back through the site to go do another run, or they come into the building right on the west side here (indicating), enter here (indicating), and park inside the building for the evening.

Exiting the building would be to the east. So it is a one-way circulation, counterclockwise. Plow trucks, it is easier with left turns than right turns with the wings, so that is kind of how we circulate the site, everything is to the left.

To the north we have the materials storage area, bulk materials storage. We can store -- there will be a gravel lot, not paved. We'll be able to store topsoil, gravel and the things that the Highway/DPW really need on daily basis to maintain roads and sewers.

We'll also have pipe storage, pre-made cast concrete catch basins and man holes would be stored there, too, any pipe materials, stuff like that. All their bulk storage would be stored to the north.

There is also some areas for outdoor parking for their trailers, excavator, and their -- and their grader, the big grader. Those things will be parked right in here (indicating).

So there is also the two wash bays, as I have talked about before. This area here (indicating) is a prewash. What we want to do there is get all of the larger sediment and dirt off

the vehicles before it gets into the main wash bay. The storm water for this prewash area (indicating) would go out to a filter system to help filter out that sediment before it goes to the pond. So it is another way to keep the storm water leaving your site. You want to make it as clean as possible to keep the green initiatives that the DEC has been talking about a lot lately. That is one of the ways we would do that.

When they enter into the main wash area, the storm water would be a little cleaner and it would go to the sanitary sewer so we wouldn't be putting any silt or dirt into the sanitary sewer system.

All of the utilities are on Beaver Road, exactly where we need them to be. Water, electric, gas, sanitary so everything is an easy connection for us. All of the utilities will be buried beneath.

For the storm water, for the approach on this site, what we wanted to do is kind of limit the amount of underground conveyance systems and do more sheet draining of the -- of the runoff, and we sheet drained them to vegetated swales. Those vegetated swales would then lead to the pond. So on both the east side and the west side, we have a vegetated swale. So this parking lot would drain to that vegetated swale to the pond. This parking lot just drains directly to the pond. And then the roof lateral system would also -- all of the roof laterals would connect to a rain garden on -- that rain garden is a shallower type pond with wetland vegetation -- wetland type vegetation and that would be another mechanism used to help kind of clean that storm water before it goes off site. So we have really taken a proactive approach to the storm water activity on site, something that the Town can show to other developers in the Town to say this is how we really want to do things here in the Town of Chili.

In terms of landscaping, we have done a pretty extensive landscape plan. We have kept that -- there is an existing vegetative screening material. It's rows of evergreen trees. We're going to keep those. We don't want to touch those. There is a good buffer to the residents to the west. To the east, as part of the purchase of the property, we promised that we would build a -- build a berm and add landscaping to that berm, so we have done that as part of this project, to the east, to help as a visual buffer from the former Case Hoyt building.

We're also adding vegetation around the building perimeter as you would on a normal building. Shade trees up the entrance drive and around the pond to really make it a much nicer feel for -- make you feel like it is not just a DPW facility but it's a community building.

We're also trying to keep -- there is a little vegetation along Beaver Road, so we would try to maintain that vegetation so we're not cutting out all of the trees on the site. We're trying to keep as much as we can.

That is all I had for the site. I don't know if Joe (Istavan) can talk about the building.

SUPERVISOR DUNNING: Again, this is Joe Istavan from Bergmann Associates.

MR. ISTAVAN: Thank you.

Yeah. I'm an architect and the Principal in charge of the project, so I want to talk a little bit about the building side of things. And I talked about the site and generally what happens on the site. I want to talk a little bit about the building and such on some of the things that David (Lindsay) touched on.

The area down at the bottom of this picture is the administration portion of the building, so that is the locker rooms, the offices, the break rooms, the conference area, other areas for the staff.

And then we wanted to point out, the area that -- that was the incident area that David (Lindsay) spoke of that really is a dual purpose sort of facility for training, and again, incident management. In the event of major storms, major events in the Town, it could be used as a command center. It will have a dividable partition in it. We would be able to open that up and have a really good multi-use space. The design of the building is all about efficiency, as well as the design of the site.

Initially, this -- well, this is the main vehicle storage area (indicating). And as and I mentioned, the vehicles come in on this end (indicating) and proceed through and go out the other end. The largest vehicles, the plow trucks, are all stored on the -- on the right-hand side here (indicating), and then the smaller vehicles are stored on the other side.

Initially we had hoped to get all of the vehicles that the Town has inside this barn (indicating), in a heated indoor facility. The cost of that was -- we thought was prohibitive, and we were able to find some vehicles that were okay to be stored indoors, but didn't necessarily need to be heated. So those are stored in the cold storage building that you saw on the -- you know, on the site plan, which is really back in this area here (indicating).

So again, we -- as we were going through the design, we really looked for ways that we could pare down the most expensive parts of the building to try to keep the cost at a minimum.

As Andy (Hart) mentioned, we did allow for future expansion on either end of this building, if needed, so -- you know, this building will take the Town 20, 30, 35, 40 years into the future, and -- and who knows what you may need then, but it is expandable.

The Parks Department is in the green here (indicating). All of their vehicles are stored inside. All their major vehicles are stored inside. I believe we still have some of their equipment in the cold storage building, as well.

In the purple area here (indicating) is the maintenance area. Six basic bays of maintenance, tool storage, parts storage, et cetera. And you know, all of that makes up the -- the -- the -- the basic facility.

So here is an aerial view of it (indicating). Beaver Road is down here (indicating). The -- the -- the administration portion out in front. The -- the -- the major barn here (indicating). Cold

storage, salt storage and then the -- the fuel area.

Now, again, the most efficient layout and construction for a building that has a lot of large vehicles is a pre-engineered metal building and that is what we have done here. The -- that -- the -- both the main garage and the administration area, as well as the cold storage area are pre-engineered metal buildings. It just doesn't get much -- less expensive than that, or as efficient as that. Standard siding, standard metal roofing, standard insulation. The -- the manufacturer takes care of the engineering, as far as the framing, the structural engineering goes, and it is really the best -- what we found in our experience, the best use of materials for this type of facility.

Now, on the -- here is a view from the back, looking at the yard. This is the bulk storage area (indicating), the salt barn (indicating), the -- the cold storage area (indicating), and then the Parks Department bays here (indicating), and then the maintenance area here (indicating) as well as the fuel island (indicating).

But you can see standard metal roofs, standard metal siding.

Now, on the front in the administration building, which really has more of a public face and where the public will be interfacing more, we have upgraded a little bit to masonry. So -- a little bit different look there, and it really is the only up -- quote, "upgrade" in this facility. But we think it is the right thing to do.

So what about the costs? Back in 2009, the Town had a concept plan, which was shown here, and a \$6 million grant from the State of New York.

In 2010, Bergmann was brought on board and we did a very detailed needs assessment and took that needs assessment and translated it into a facility that will really meet the Town's current needs and has very little future expansion or -- you know, future expansion in it.

So it is really basically designed to -- to meet the Town's current needs. The cost of that facility is currently at \$7.655 million. In that number we have a 5 percent construction contingency. We have no standby generator, which is a potential liability to the Town. We're using standard insulation in this building. As I mentioned before, um, not bad, but the Town could benefit from increased insulation and lower fuel costs, utility costs.

Then we don't have an escalation in here for labor and materials to escalate when we would anticipate building this project, which is early 2012. Costs will escalate between now and then. We really should have that covered. So we recommend that we increase the contingency to 10 percent which is really more normal and standard for projects of this type.

A standby generator that would power the entire facility, keep the entire facility up and running in the event of a power failure.

Premium insulation which again would save the Town monthly, yearly utility costs, and then a material -- and labor escalation. The total of those additions are about \$892,000.

So the total of the -- of the estimate, plus the additions is 8.547 million. There is a \$6 million State grant. So the municipal share for this entire project would be \$2.547 million roughly. So \$0.71 of the dollar of this project would be covered by the State and \$0.29 on the dollar would be the municipal share.

If -- so what would happen if we had to build -- build this facility for the \$6 million grant that Town had obtained a few years ago?

With the current site plan that you see here, the current facility plan, the areas in red would have to go away. So there would be no cold storage building and all of the vehicles that are stored inside of it. The salt barn would go away. Um, conceivably it would be the -- the Town's existing salt barn.

All of this pavement area back here (indicating), um, would be decreased.

The -- the animal control building would go away.

The fuel island would go away.

The Parks Department would go away and about 30 percent of the main garage would go away.

So conceivably, you know, Dave (Lindsay) mentioned before what would happen if -- if we had to use two sites, and we took a look at that, and we have about 2.4 miles round trip between what is the proposed new site and the existing site. I don't know. Dave (Lindsay) could probably give you a little better idea of the number of trips that would have to happen on a daily basis, but I don't think it is just a couple. There would be a lot of activity. And it would also be dependent on the season. There would be a lot more trips back and forth in the wintertime to get salt, et cetera.

So I will turn it back over to Dave (Lindsay) for the path forward.

DAVID LINDSAY: Thanks, Joe (Istavan).

Thank you. So I think that kind of brings us almost full circle here. We kind of brought you up through our existing facility, identified what some of the deficiencies are, what our needs are, and kind of showed you the design where we are to date and the progress that Bergmann has made.

And just to reinforce what Joe (Istavan) and Andy (Hart) have said, really from the onset of this project, we took a cost-conscious approach to this, as we worked through the design and the scoping of this. We tried to develop a facility that meets the requirements of the Department, that will carry us into the future and allow for some expansion with not -- with not a lot of bells and whistles to it at all. With the mind, with the understanding that costs would come into play.

It is my opinion -- these guys, Joe (Istavan) and Andy (Hart), as well it is a quality project, it is the right project for the Town and certainly with that grant there, now is the time to go forward.

And just to reinforce, that 70 percent or more of this project will be covered by the State's

share. Municipal share would be 30 percent or less.

One, I also wanted to just reiterate -- I want to thank the Board and the community. Historically, the Board and the community has recognized the importance of the services that DPW and Highway and Parks have provided to the residents of the community. You have always been willing to provide us with the necessary tools and equipment needed to provide our obligations to the residents. And I have a good group of guys. I have a lot of skilled, talented and dedicated employees that are second to none, but essentially that only goes so far.

At some point, we'll need to provide those individuals with the proper tools, equipment and facilities in order to continue to provide high-level services to the residents of this community that they deserve, and I would just like to close with asking for the Board and the community support to move this project forward. So with that, we'll open it Town some questions.

SUPERVISOR DUNNING: Thank you, David (Lindsay), Andy (Hart), Joe (Istavan). I appreciate the presentation. And we'll open this up to questions from the Board here in a minute.

I have a question, probably for both David (Lindsay) and Joe (Istavan). When you talk about the cost -- looking at the generator, it really stood out to me. Recently we talked about it is about \$80,000, if I recall. What is the difference between an \$80,000 generator and a quarter of a million dollars generator? Why does the Highway Department need or request a -- that size of a generator? I know you said keeping the whole operation up, but what does that really entail then? It is a lot of money for a generator.

MR. ISTAVAN: It is. It is all about the load on the generator. It is keeping the fuel island, the lights, um, the heating and cooling systems in there. It's a huge volume of space to heat during the winter. It's -- it's, you know, a fair amount to cool in the summer, because, you know, we're talking about 8,000 square feet or thereabouts of office space, so it is not -- you know, you have a fair amount here, too, as well. It is all about the load and mainly about the heating of the building.

SUPERVISOR DUNNING: Just seems like a big disparity.

COUNCILWOMAN IGNATOWSKI: What is the square footage of this building?

SUPERVISOR DUNNING: Do you know, David (Lindsay)?

DAVID LINDSAY: 12,000 square feet I want to say, and you're talking about a 30,000 square foot garage, 8,000 --

MR. ISTAVAN: 55,000 square feet. It is not just about the square footage but the volume. The spaces are huge in that garage.

SUPERVISOR DUNNING: One of the other things, I know one of the local businesses heats their facility with recycled motor oil. When they change their own motor oil, they use that. Was that looked at at all in this project, and is that a viable --

MR. LINDSAY: I don't believe we looked into it. I think our facility is much larger than they are over there. I don't know if we would generate the amount or volume needed to make that viable.

SUPERVISOR DUNNING: With that, I open it up to the Board.

COUNCILWOMAN IGNATOWSKI: Well, certainly, I think, you know, it would have been nice to keep it at the 6 million, but I can appreciate there have been changes between that time then and now. It sounds like that you were looking at various design changes to keep that cost down. I did appreciate that.

And then also you answered one of my questions, I had, too, the ramifications of trying to keep it at 6 million and what do we lose. It certainly doesn't give us the facility that we need or are looking to get.

One thing you didn't touch on earlier, though, there had to be increase in costs and materials and labor since that was originally brought forward in 2009. Is that correct?

DAVID LINDSAY: Certainly, Joe (Istavan), you can touch on this, too. But if you remember the grant came through -- I think it was 2008?

SUPERVISOR DUNNING: 2008.

DAVID LINDSAY: So we're three years later. There has been increases in material costs as well as construction costs associated with that, as well as -- and in that timeframe and in 2009, up to date.

MR. ISTAVAN: I think that -- you know, it could be during that time frame the materials and labor escalations could have been in the 3 1/2 to 4 percent per year range.

COUNCILWOMAN DI FLORIO: Do you know -- just to kind of bring some clarity to it, if we had purchased one of those pre-engineered buildings back in 2008, at the square footage that we're proposing now, what the cost would have been versus the cost today? You know what I am saying?

DAVID LINDSAY: If we built this back in 2008, is what you're asking?

COUNCILWOMAN DI FLORIO: Correct. That is what struck me when you are talking about the fact that, you know, we were kind of purchasing a pre-engineered building.

DAVID LINDSAY: It's pre-engineered in the sense it is engineered by another company. It is not sitting someplace waiting for us to pick it up and bring it.

COUNCILWOMAN DI FLORIO: Right. But if we had approached that same company back then -- you know what I am saying?

DAVID LINDSAY: I guess we didn't have a full understanding of what our needs were back there. It would have been premature to do that.

MR. ISTAVAN: And I think you would have ended up -- if you did that, you would have ended up with a building that is too small for the needs --

COUNCILWOMAN DI FLORIO: No. No. No. If we had approached them three years

ago, with the same concept, what would their cost have been versus now? Do you know what I am saying?

DAVID LINDSAY: Just would be a factor of backtracking on that 3 to 5 percent.

MR. ISTAVAN: Per year.

COUNCILWOMAN DI FLORIO: Got you.

COUNCILWOMAN IGNATOWSKI: So certainly if we were going to try to do this piecemeal, you will still see that increase in costs further down the road.

DAVID LINDSAY: I say definitely. And probably significant costs -- you know, one of the thing that comes to mind, if you pull the Parks component out, there was costs associated with that that are shared among all of the components now because we're bidding this together. If we separate that out, that will all be borne by -- that component later on, and you can see that component price double perhaps. If we did this a year later or two from now.

COUNCILWOMAN IGNATOWSKI: There would also be maintenance costs associated at the old cost.

DAVID LINDSAY: Yes. Certainly maintenance and upgrade.

COUNCILMAN SLATTERY: Getting back to what you were referring to regarding the generator, you're looking -- your thought process on -- is to be able to heat, cool the admin area, the work area for the bays, the mechanics, to have the pumps functioning for the fuel, and what -- am I missing anything else, for that generator?

DAVID LINDSAY: I think what we asked Bergmann to present here was kind of a -- maybe worse case is not the -- but the maximum cost that you might incur for a generator. Certainly in response to cost concerns, we could look at something less, you know, what would we actually need to (inaudible).

But I didn't feel would it be proper to come in and say we could do with a 50 or \$60,000 generator and then come back and say, "Well, we really need a \$200,000 generator."

I thought it was best to come back in and say, "This is the max numb we would need; it might be less."

COUNCILMAN SLATTERY: Those areas I just mentioned, were there other areas that you were looking to provide, you know, electricity, heat, air-conditioning to?

MR. ISTAVAN: It would be the Parks Department, the garage area, the maintenance area, the administration area, those would all be heated. The administration area would also be cooled. And we would be providing lights around the grounds, as well, so we have some lights and a cold storage building, lights in the yard in general, lights in the salt storage building.

DAVID LINDSAY: And again, it is somewhat of what an insurance policy. It is not to necessarily deal with a nuisance power outage. If you have a major incident in the Town, and we have had them in the past, you're not just operating the bays or the mechanics there. You're operating the whole facility in order to address the needs or to manage the needs or incident.

COUNCILMAN SLATTERY: Well, that leads to my next question.

The reason why I was asking was, you're talking about having an Incident Operations Area. During this time, you're talking -- referring to employees being there, being able to do their duties, to provide for the community and so forth. Are you also looking to have the community go to that location as a safe location, such as we talked about for the Senior Center and other areas, like a Fire Department hall?

DAVID LINDSAY: No, I don't think -- that is not part of the plan. I think we have other avenues in the Town that would address some of those needs.

COUNCILMAN SLATTERY: Then one thing I was looking at, you talked about having the 10 percent contingency of just over \$400,000. Looking at what is taking place with the economy, with the world, does that concern you?

MR. ISTAVAN: Within the last week or so?

COUNCILMAN SLATTERY: Correct.

MR. ISTAVAN: Yes, it does concern me. That 10 percent might not be enough. But I can't predict what this -- you know, what this event in Japan is going to do -- I mean, we can see what it is doing to the markets right now and it is not good.

COUNCILMAN SLATTERY: Even Libya.

MR. ISTAVAN: And North Africa and whatnot.

So today -- we have highly recommended at least a 10 percent contingency, but -- you know, I can't sit here and predict, tell you what is going to happen. I just don't know.

COUNCILMAN SLATTERY: And that concerns me. I mean, our take as a Board, when we have to go to the public and say we need X amount of dollars, you know, we have -- everybody has issues. You know, the economy, layoffs, jobs, employment, so on and so forth. That is -- that is a concern that we're all feeling and concerned about.

One thing that -- that wasn't discussed was the old site, in regarding what we're going to do with it. The cost of what may take place there.

Comment, thoughts on that?

MR. LINDSAY: I guess that wasn't part of the program that we had Bergmann looking into, so I don't know if the Town has really looked into what would happen with the old site. Certainly if we --

COUNCILMAN SLATTERY: No. That would be your job.

DAVID LINDSAY: I haven't been asked to look into that yet. We have been dealing with the construction of the new facility. I don't know what the long-term plans are for the community for that site.

Certainly if we were leaving facilities there or operations there, then like I said, to

(inaudible) before we would have to do some upgrades, maintenance, utility costs associated with that.

COUNCILMAN SLATTERY: Another thing I was looking at, you talked about the size. You downsized 10,000 square feet, which you said is a savings of about \$900,000. So when you talk about a 55,000 square foot area, and we have 20,000 now, then I'm looking at the cost that, you know -- the savings and so forth. I was just doing the math, just looking at where we would be if we talked about, you -- when you talk about removing 8,000 -- over 8,000 square feet, you know, if we didn't increase the budget, so -- and then with the cold storage, as well.

The Parks Department building that they're in, how old is that? The current --

DAVID LINDSAY: I don't know the answer off the top of my head. I could get that for you, though. I want -- I just don't know the answer off the top of my head. I don't want to be wrong.

COUNCILMAN SLATTERY: The condition of it I believe is pretty sound.

DAVID LINDSAY: It is sound. It is packed full. They need more space. They are constantly removing the equipment in and out when they -- but it is structurally sound.

COUNCILMAN SLATTERY: In regards to the equipment that they use, I know they drive or transport their mowers and so forth to different parks. The -- the thought of having, you know -- I know at Davis Park we have a building there, and then they were putting some equipment in there. I'm not sure if -- the thought of possibly putting an addition there, leaving some equipment there? Any thoughts on that?

DAVID LINDSAY: It is something that we did not look at. Certainly it is a possibility if you're looking to reposition equipment. It is something that we could take a look at, but again, that would add additional costs. Then you have to transport those vehicles back for maintenance purposes.

COUNCILMAN SLATTERY: I was referring to mowers.

COUNCILWOMAN SPERR: Wouldn't we have a security where we have to make --

COUNCILMAN SLATTERY: We do it now.

DAVID LINDSAY: In the summer we have security that patrols, but it doesn't stop everything. We constantly have problems. Even in the Parks facilities behind the Highway Garage, we have a dispatcher there 24 hours a day, 7 days a week. In the winter we still have people breaking into the sports facilities down there.

COUNCILMAN SLATTERY: You mentioned salt, the salt barn. Where -- right now we have 10 to 15 percent of what we need.

DAVID LINDSAY: It is based on like a five-year average. We're able to stockpile around -- the barn itself can handle from 900 to 1200 tons depending on the materials we have in there. That represents about 14 percent of what our five-year average is, I want to say, which is around 8500 tons.

COUNCILMAN SLATTERY: One thing that was mentioned, we have the salt barn, 7,500 and we get about 300 ton in there.

DAVID LINDSAY: 3,000.

COUNCILMAN SLATTERY: 3,000. I'm sorry.

DAVID LINDSAY: That's a rough estimate. Depends how you pile it.

COUNCILMAN SLATTERY: I was just looking at different things.

When you talk about eliminating, that's what I was looking at and keying in on that.

COUNCILWOMAN SPERR: You had mentioned that -- that we had built our salt barn. I don't remember when it was. 10, 15 years?

COUNCILMAN SLATTERY: Less than that.

COUNCILWOMAN SPERR: Less than that maybe. But that -- that salt barn would need to have some work done to it -- because of the nature of the beast, salt itself, trying to put as much as you can, isn't that stressing the walls and --

DAVID LINDSAY: It is showing wear and tear just because of the repeated operation. We try to maximize the storage in that facility to protect the interests of the Town. It's not going to fall down by any means, but it's not -- it's limited in its capacity, which is my biggest concern at this point.

COUNCILWOMAN SPERR: Okay. That is what I thought, too.

COUNCILWOMAN DI FLORIO: I don't -- not exact figures, but do you have idea in terms of the costs to our current facility if you needed to continue to maintain it let's say for the next five years and -- you know, long-term, I mean you look at your house and think within five years, I will need a new roof or a new heater or, et cetera. If we were to stay in that building for the -- five more years.

DAVID LINDSAY: I don't have a hard cost for you, but I can't predict when something is going to fail, but I can tell you if the roof fails and you need to replace the roof, you're talking hundreds and thousands of dollars for that roof. There may be asbestos in the roof. I know a few years ago we replaced the roof on the Senior Center, and that was a \$100,000 project because of prevailing wage rate, asbestos and that was a shingled roof. You're easily talking 3, 400, \$500,000 for a roof, so.

COUNCILMAN SLATTERY: Do you know when the last time one was put on that facility?

DAVID LINDSAY: I don't know. I think the last addition, I think, was in the '70 or '80's, I think, and that was the end. I don't think they did a full reroof then.

COUNCILWOMAN IGNATOWSKI: One thing you forgot to mention in your presentations right now we're still having that off-site storage that is costing us every month over

there on Archer Road that we're trying to put equipment over there --

COUNCILWOMAN SPERR: 500.

DAVID LINDSAY: \$600 a month. It is still somewhat of a coordination and efficiency problem for us. We try to put things in there that we don't use regularly, but it still requires us to go back and forth and move things around.

SUPERVISOR DUNNING: Plus we also do maintenance over there as far as plowing.

DAVID LINDSAY: We do mow.

COUNCILWOMAN IGNATOWSKI: The landscape plan -- I'm liaison for the Conservation Board. It did come before the Conservation Board, and I know they were happy with that. I will just pass that on as a little piece of information.

COUNCILMAN SLATTERY: One thing you did mention, a question I had, by keeping the vehicles and equipment inside, I was going to ask the extended life. You mentioned three to five years. I think the figure you used for a snowplow, dump truck, 200, \$250,000, so if we can do that, I think that is a huge savings.

DAVID LINDSAY: You multiply that by 14 plow trucks. Along with loaders, the sweepers, the packers, all of those things are 200, \$250,000 pieces of equipment, so.

COUNCILWOMAN SPERR: One of the things that I know that our Highway Department can do is a lot of road work, paving work, grading work, things like that. I would assume you have plans for the Highway Department to be able to do some of this site work with our forces?

DAVID LINDSAY: We have looked at that conceptually a little bit. Trying to -- from a cost standpoint what might we be able to do. That is not reflected in those numbers. I didn't want to come to you and present something that I would have to come back for and ask for additional funding later. So anything that we plan to do would enhance (inaudible), but we're looking into it.

COUNCILWOMAN SPERR: That could possibly offset the 10 percent contingency if it goes up a little bit? That could help us --

DAVID LINDSAY: There is a coordination issue. We have our own responsibilities to the community that we need to do throughout the years. Whether it is milling, resurfacing the roads, picking up the leaves. So there is coordination and timing issues. We don't want to be in the way of a contractor out there, but if there is something that we can do that would decrease the cost of the project, we'll look hard at doing that.

SUPERVISOR DUNNING: On the initial -- when we talked about this initially, one of our desires was to have future expansion, and you already spoke about that, about the sides of the building; we could build off the different areas.

One thing I didn't notice, though, was have you planned for additional parking, if this facility does grow? I really didn't see any -- I just didn't -- I'm not an engineer, so I don't know -- just like I'm not a lawyer, Mr. Stowe -- inside joke. But the -- but the -- I don't know if -- is there any park -- or banking being done for parking?

MR. LINDSAY: I will let Andy (Hart) jump in. I don't think we have an area specifically designed for banking. When we talk about increasing the building, we're not adding significant employees like 20. I know the parking lot is designed to handle the existing needs as well as some additional parking there already.

MR. ISTAVAN: You have some seasonal employee parking that we have accounted for there. Above and beyond the full-time staff.

DAVID LINDSAY: Even if you expanded the building out let's say on both ends 50 feet, so you could get another ten pieces of equipment in there, you know, you're talking maybe another 5 to 10 employees, so 5 to 10 spaces about.

MR. HART: We would have that room. We could show banked spaces.

COUNCILWOMAN SPERR: It looks like there is a possibility --

MR. HART: Yes, definitely.

COUNCILWOMAN SPERR: -- to create something.

SUPERVISOR DUNNING: And obviously we would have room out back to grow, too, if need be.

DAVID LINDSAY: I don't think it is shown -- we did that in one of the aeriels, on the slide there. Potentially we're using the front half of the parcel. So we have 30 acres -- I think we have 30 acres in the back.

COUNCILMAN SLATTERY: You mentioned 360 lane miles for street sweeping?

DAVID LINDSAY: Yes.

COUNCILMAN SLATTERY: Is that Town road?

DAVID LINDSAY: No. That is Town, State and County.

COUNCILMAN SLATTERY: Combined?

DAVID LINDSAY: Yes.

COUNCILMAN SLATTERY: Then when we do the other municipalities -- I know we work with other municipalities and this also generates revenue.

DAVID LINDSAY: It does. Throughout the summer months we'll go down to Scottsville and some of the neighboring towns and provide street sweeping services to them and they pay us for them.

COUNCILMAN SLATTERY: As well as providing other road work, drainage ditching other municipalities?

DAVID LINDSAY: Yes, we do that.

COUNCILMAN SLATTERY: That's all I have. Thank you, gentlemen.

SUPERVISOR DUNNING: Anybody else?

COUNCILWOMAN SPERR: The only other comment I wanted to make, was -- it looks to me like when we had the original concept back when Ken Hurley presented, that they showed some gravel parking lots, and we're not proposing that, and you have discovered in your assessment, needs assessment that that wouldn't be in our best interest, to not back top those?

DAVID LINDSAY: Correct. I think when we looked at the needs, the vehicles utilizing that area, um, the weight of those vehicles, that -- you know, Bergmann came back and made the proper recommendation that we incorporate heavy-duty asphalt there.

COUNCILWOMAN SPERR: If we didn't do that from the start, we would have to regrade --

MR. ISTAVAN: It would get torn up pretty quickly.

COUNCILWOMAN SPERR: That's what I thought.

COUNCILMAN SLATTERY: There is a portion that is not going to be asphalt, correct?

DAVID LINDSAY: There's a -- there's a materials storage area off the back where we'll have our pipe, our catch basins, gravel, topsoil. That area will be gravel. That area will be gravel.

But we'll have the vehicles, the plow trucks coming in and turning, picking up salt, those types of movements, that will all be heavy-duty asphalt.

SUPERVISOR DUNNING: Thank you. I know we normally don't do this, but I would actually like to -- with the Board's permission and support, I would like to open this up for public comment. I will say this not a Public Hearing, and if anybody has anything they would like to comment on briefly -- I don't want to spend the whole night and get into debates, but if anybody would like to comment on what we have seen here, we would be willing to hear that.

CHARLES RETTIG, Coldwater Road

MR. RETTIG: I just wanted to say a few short words that this new Highway Department/Public Works facility as presented, I think has been thoroughly thought out and engineered, and I think Bergmann and the Chili personnel, the Chili Town personnel have done a great job.

Thank you.

COUNCILMAN SLATTERY: Charles (Rettig), thank you.

COUNCILWOMAN SPERR: Thanks, Charles (Rettig). An at-a-boy, woo-hoo.

DOROTHY BORGUS, 31 Stuart Road

DOROTHY BORGUS: Um, over time, many of the overhead doors at the present Highway Department have had to be replaced. I -- I know that they have been very expensive, and I am wondering if that isn't some -- an idea that maybe we could take some parts of the building that we are presently using and maybe reuse some of those -- those, the equipment, in another building. I mean these doors can't be that old.

SUPERVISOR DUNNING: David (Dunning), Joe (Istavan), Andy (Hart)? Is this something that can be -- is --

DAVID LINDSAY: I think certainly when we get to that point where we're going to be moving -- I think when we get to that point, where we're thinking about moving, we'll take a close look at what we have in our current facility and what we can take with us, what makes sense to take with us. I know that we have tried to minimize the overhead doors that are at the facility by the one-in and one-out entrance for the garage. That will eliminate 14, 15, 16 doors easily. We have kept those doors, some doors for the parks facility just because of the layout of the building; would that be a fair assessment?

MR. ISTAVAN: Yes.

Another factor is that, um, vehicle equipment has changed in height over the years. So that while all -- all this equipment can still get in those doors, who knows what future equipment will be, and we would like to get the doors a little higher in a new facility so it can be accommodated if it happens. So I -- a factor that we would have to look at with reusing those doors.

SUPERVISOR DUNNING: Going back to what Councilman Slattery said a little earlier, what we're doing with the old building, is there a possibility in the future there is some salvage value for the Town as we look at the old building, when we decide to -- get to the point where we're going to decommission it, is that even a possibility?

MR. ISTAVAN: I think it is a possibility, but I think you would be disappointed in the value you would get for those doors.

SUPERVISOR DUNNING: I'm sure we would. Okay. Thank you.

DOROTHY BORGUS: My next point would be along those same lines. I believe although time does fly, I believe that the heating and the air-conditioning units have -- are not that old at the current facility either.

SUPERVISOR DUNNING: David (Lindsay), do you now?

DAVID LINDSAY: I don't know what the year -- what year they were put in originally.

SUPERVISOR DUNNING: We don't know when that was put in. It is something we can find out.

COUNCILMAN SLATTERY: I think that any of the HVAC or the -- you know, any of the other equipment that is salvageable that we would bring to this new facility we would look to do that, correct?

DAVID LINDSAY: That's correct. And you have to take into account that HVAC units, heating or cooling units are sized for specific space. The space we'll be moving is going to be different. Certainly we'll look at those things. It probably won't make sense to bring those with

us, but it is something we'll look at, all facets of the building to see what we bring with us.

COUNCILMAN SLATTERY: Possibly of the auctions that take place, if we could take some of the equipment to -- I mean, as our trucks, our leaf -- you know, whatever. We're taking that stuff to auction. We could possibly do it with this -- with these other items.

DAVID LINDSAY: We could do that.

COUNCILWOMAN SPERR: We could air condition the Community Center. (Laughter.)
Sorry.

DAVID LINDSAY: As Joe (Istavan) alluded to, you might be disappointed in what type of savings or costs or -- savings you might realize out of doing that, but it is certainly something we'll look at.

COUNCILMAN SLATTERY: Without going through a checklist, Dorothy (Borgus), of every piece of equipment. (Laughter.)

DOROTHY BORGUS: I had heard, and this may be an ugly rumor.

COUNCILMAN SLATTERY: Ut-oh.

DOROTHY BORGUS: I had heard mention of heated floors in this building.

COUNCILWOMAN SPERR: Why would that be an ugly rumor?

DOROTHY BORGUS: No wonder we're at 8 1/2 million.

SUPERVISOR DUNNING: In certain portions of the building there was consideration for heated floors which is -- which is common amongst work areas where employees may have to lay on the ground.

DAVID LINDSAY: I can address that.

SUPERVISOR DUNNING: Go ahead.

DAVID LINDSAY: And, Joe (Istavan), feel free to jump in, if you would like. In the mechanic's area, where we're doing the vehicle repair, Bergmann Associates has incorporated an in-floor radiant heating system. Elsewhere in the building we have forced air systems or we have rayovac systems. This is simply moving the heating system into the floor where the mechanics are going to be working seven hours of an eight-hour day and producing heat that way.

SUPERVISOR DUNNING: There are some -- if I'm not mistaken, just like there is in residential applications, there is some also efficiency value to heating of a floor which adds to the -- to reducing the cost of the other heating systems that you have to use. I know in residential applications, a lot of people with hardwood floors have heat underneath their floors, thus reducing their fuel costs or gas consumption.

DAVID LINDSAY: I think it is safe to say probably, too, and correct me if I am wrong, you know, in the garage portion, you have a rayovac system that heats -- heats the physical components. In a floor system you have created somewhat of a -- once you heat it up, you have got kind of a heat bank, so to speak; isn't that correct?

MR. ISTAVAN: That's correct. Very efficient system.

DAVID LINDSAY: Doesn't have to cycle as often.

COUNCILWOMAN IGNATOWSKI: Certainly stressing that this is not the entire area where all the trucks are parked.

DAVID LINDSAY: Just the mechanics' area.

COUNCILWOMAN SPERR: In several of the highway departments that we had toured, um, it is being efficiently utilized in those garages, and the Highway Superintendents had recommended that as something for us to consider also.

DAVID LINDSAY: Yes.

COUNCILWOMAN SPERR: So that is a point.

DOROTHY BORGUS: Since I'm probably making the Board nervous --

SUPERVISOR DUNNING: No.

DOROTHY BORGUS: -- I will -- um, I can rest assured then we're only looking at in-floor heating for the mechanics' area?

SUPERVISOR DUNNING: Yes.

DOROTHY BORGUS: Are we planning on air-conditioning the entire building?

SUPERVISOR DUNNING: David (Lindsay)?

DAVID LINDSAY: I believe we would just be air-conditioning the administration wing. Is that accurate.

MR. ISTAVAN: It will be everything but your office. (Laughter.)

SUPERVISOR DUNNING: Good answer.

COUNCILMAN SLATTERY: I will vote no. (Laughter.)

DOROTHY BORGUS: I'm sure that -- that -- that the residents of the Town, in view of their economic problems, which aren't any different than anybody else's these days, will be a little shocked and not too happy about another \$2 1/2 million. They, along with myself, I guess, assumed when we had \$6 million being handed to Chili with the grant, that we would operate within that cost frame.

So I think you need to be prepared for some serious push-back from people who are not ready for more tax bill.

And I am delighted that Sandy Hewlett, our stenographer, has been taking notes diligently, word-for-word about the extended life of the Town's highway equipment and maybe --

SUPERVISOR DUNNING: I saw that coming when you said it.

DOROTHY BORGUS: And maybe, just maybe we can get under \$600,000 a year to replace equipment, which has always been exorbitant in my mind. Maybe we can just hold onto these trucks another couple years. Since it is part of the public record, I will hold it to you in the future.

Thank you.

SUPERVISOR DUNNING: Thank you.

Is there anyone else who would like to offer a comment?

BOB COYNE, 72 Creek View Drive

MR. COYNE: My name is Bob Coyne, 72 Creek View Drive. I really didn't come here to speak on this, but seeing as they did such a great job, I thought I might.

I agree that the Town of Chili does an outstanding job with the roads. I have lived here all my life and you can drive around, you drive west to Churchville, and as soon as you hit the border, you hit slush and you have problems. You go towards Rush Henrietta, as soon as you hit the Ballantyne Bridge, you have nothing but problems. So the respect for the Chili crew is outstanding.

And also, I think the facilities that they work in need to be first class. The safety needs to be taken into consideration. OSHA requirements need to be looked at and their health and wellbeing needs to be taken into consideration.

But as we look at the cost, I'm still not certain that storing snowplows in a heated garage is truly going to add three to five year. If you look at the Churchville-Chili school garage, they have got a beautiful facility to work in. All of the buses are stored outside. If this is truly a savings, why aren't buses stored inside instead of parked outside? I would think that driving roads, salting, plowing, construction -- and miles, I know when my car reaches 140,000 miles whether I store it in the garage or out, the transmission goes.

So I think that if the Board is really looking to cut costs, that maybe the storage of the facilities, the vehicles in the facilities is a place that probably -- I think the parks is a great idea to be there, you know, the common grounds is good, but I just don't see where parking facilities and a heated garage adds to the length of service.

I don't have data to say it doesn't, but didn't see any data supporting that it does either.

So just a consideration to the Board.

COUNCILWOMAN SPERR: Bob (COYNE), just as a comment, I know that the Gates-Chili School District is about to build a new transportation facility that will get their buses inside with that same thought in mind, that if they kept their buses inside, it would be more secure. You have seen reports sometimes in the morning where the vandals get at the buses. They don't have to worry.

MR. COYNE: Well, Churchville is completely secured with video security and fencing and barbed wire. So as far as keeping vandals away from the buses or the trucks, there are certainly ways to do that other than -- you know, a heated garage, and -- with the size of these trucks, you're not pouring a normal concrete floor. You're putting in a heavy-duty concrete floor with rebar that is probably 8 to 10 inches thick, because you're driving five-ton trucks through the garage. It is not a sidewalk. This is a heavy-duty facility that you're parking equipment in that is being, you know, damaged, being -- by it's normal job.

So I -- I'm just saying if you're looking to cut costs, I think you have a great facility, and I think the workers deserve it, and I think the Town deserves it, so I'm not saying it's a bad idea, but we talked about overhead doors and air-conditioning units. Those are 4 or \$5,000. We could be looking -- you know, \$900,000 was 8,000 square feet --

COUNCILMAN SLATTERY: 10,000.

MR. COYNE: So, you know, if we looked at say maybe -- if we're really only storing the critical-to-function inside -- it looked to me like I didn't see any storage outside or any parking outside. So I think they must all be mission-critical.

I think they could downsize that and save some money. That's enough time.

SUPERVISOR DUNNING: Thank you for the comments. And I think, you know, this is the first that everyone is hearing this, so it is an opportunity at some point to look at some of those things and at -- at least talk about what -- about what -- put some quantitative numbers to what is being said, you know.

So with that, anybody else that would like to make a comment?

VIRGINIA BARCLAY

MS. BARCLAY: Virginia Barclay. Just a short comment, and I may not have heard -- might not have remembered what I heard.

Is the whole entire storage facility heated? Or just where the mechanics are working on the vehicles? The floors?

DAVID LINDSAY: There is -- two storage facilities. There is the area that we call mission critical, the main garage, that will house the plow vehicles as well as some of the street sweepers, the sewer vac machine. That will be heated with overhead rayovac systems.

There is also a cold storage component which is not heated. It is just a covered spot that is in the back.

MS. BARCLAY: But the main large building --

DAVID LINDSAY: It won't be heated to, you know, a comfortable 70 degrees. I think they were anticipating around a 50, 55 degree range.

MS. BARCLAY: These will just be sitting there?

DAVID LINDSAY: It is where we'll keep the vehicles. You know, currently what we do now when you try to start a vehicle -- a diesel vehicle in cold weather, it is very difficult. We have engine block heaters that we have out there for a number of these vehicles. That is an additional cost that we incur just to power them. So this will allow us to improve our response

time by having the vehicles inside.

When we bring them, in yes, they get -- they do take some beating when they're out on the road. When we bring them back up into the facility, we clean them all up, wash them off, take the salt off, clean them up really good so they're not -- you, know, they don't continue to corrode when they're sitting there.

MS. BARCLAY: Well, just another comment then. I went to a Gates-Chili school meeting, and it was about the new garage for the buses and so forth. And again, I could be wrong, but I understand it was the area where the mechanics were going to be working on the vehicles that was going to be heated, the -- the ground surface, for them to work on them.

Not the actual storage for the vehicles.

DAVID LINDSAY: That's accurate here, too, as well. I think we're only heating the ground portion where the mechanics are working.

MS. BARCLAY: But I guess I don't know whether they're heating at all where the buses -- I didn't think they were.

DAVID LINDSAY: I don't know that answer.

MS. BARCLAY: Isn't there similarity to the buses, size and diesel?

DAVID LINDSAY: There is, but I can't speak for what the School District is doing. I don't know. They could have a component there for rayovac. I don't know. I would think they would, but I don't know.

SUPERVISOR DUNNING: We can certainly look into that to get --

Virginia (Barclay), if you could, just for the record, could you state your name and address so Sandy (Hewlett) has it for the record, please.

MS. BARCLAY: Virginia Barclay, 36 Janice Drive.

SUPERVISOR DUNNING: Thank you.

COUNCILWOMAN DI FLORIO: Just to kind of follow up on the whole heating diesel engine component, how long does it take on a day when it is 10 degrees or 20 degrees out to get the plow going, if it is outside, versus --

DAVID LINDSAY: I don't have a specific time, but it would say it is -- it -- it's a longer process. You know, with a diesel, some of the pieces of equipment we have engine block heaters in them to kind of keep them warm.

And I know there is disagreement about the size of the facility. The garage component is -- is probably the -- one of the less costly features of the project?

MR. ISTAVAN: The less.

DAVID LINDSAY: As far as cost per square foot, as opposed to mechanics and the administration area. And truthfully, we do have our mission-critical vehicles in there. If you looked on the slide there, every one of those spots was just not a block. It was an actual vehicle that we have in our inventory that was identified as being -- as a need for being inside a heated facility.

And what do we base that on? We base it on what other DPW and Highway facilities around the northeast are doing, so.

COUNCILMAN SLATTERY: David (Lindsay), question I had in regard to flush trucks and so forth. How many vehicles do you have like vectors, flush trucks, that is critical that you keep it inside and heated, because -- because otherwise would you have to drain it? You store water in it. It is similar to a (inaudible) truck that you use to flush sewers and so forth.

DAVID LINDSAY: We had that problem this last fall. In our leaf operation we go through -- we have every single vehicle out there we can picking up leaves. We have a loader crew that we send out to some of the neighborhoods. That can kind of create somewhat of a mess. The loader goes by and leaves somewhat of a residue on the streets, especially in wet weather. So we had to take our sweeper and bring it -- we had to put it in cold storage. We had to drain everything out and parked it where it needed to go outside and we kept it there. We had to bring it back in, dewinterize it, send it out to do the streets and bring it back in and rewinterize it.

Having that inside would prevent us -- or would allow us to not have to do that type of thing. The number of vehicles, that I think -- I don't remember the specific number off the top of my head. I would say there is probably 35 or 40.

MR. ISTAVAN: I was going to say 40 or 45. About 40 vehicles inside the heated area.

DAVID LINDSAY: That is out of 100 -- 120 pieces of equipment and vehicles we have.

COUNCILMAN SLATTERY: So I was referring to like your street sweeper, flush truck, those type of vehicles that are critical that would be inside. Not your regular dump truck with a plow. So --

DAVID LINDSAY: We do also have, um, outside storage. There is an awning area adjacent to the parks facility where, I think, we have four vehicles stored in that area.

COUNCILMAN SLATTERY: But I was looking more at the ones with the water in them that you would have to winterize. So I mean -- granted for what the gentleman stated, you know, reducing the size of it, I mean, those would be a priority to keep those in, but at the same time, you know, you look at the manhours it took you to do that. So -- so that is all.

SUPERVISOR DUNNING: Thank you. Great job. Wonderful presentation.

I just want to make a statement, if I just could. We have just been given a lot of information and a lot of things to consider here. I would like to ask the Board to give me a couple days to put some information together and get back to you on what the next steps are moving forward. So -- if you would, give me a few days to do that, and I -- we'll be in touch.

At the beginning of the meeting I noticed that -- I was a little remiss. I would like to

recognize the gentlemen over in the corner of the room. We have some Scouts with us tonight. If you would like to introduce yourselves and tell us where you're from, we would appreciate that.

SCOUT LEADER: Troop 292 from North Chili. We meet at the Middle School on Fairbanks Road, and these four young men are working towards the Communications Merit Badge.

One of the requirements is to attend a Town meeting, take notes and come back and explain what went on.

SUPERVISOR DUNNING: So you punish your Scouts? (Laughter.)

SCOUT LEADER: Actually, it is punishment for me. This is about the 20th time I have done this.

SUPERVISOR DUNNING: How about the gentlemen, would you like to introduce yourselves?

MR. GUY: I'm Brian Guy (phonetic), Senior Patrol Leader of Troop 292. Pretty much I just help organize -- help organize a lot of the meetings.

MR. TROWBRIDGE: Matthis Trowbridge (phonetic).

MR. SAN: Ian San (phonetic).

SUPERVISOR DUNNING: Can't hide back there.

MR. DUGLAND: I'm Sam Dugland (phonetic).

SUPERVISOR DUNNING: Great. Thank you, gentlemen.

COUNCILWOMAN IGNATOWSKI: You picked a long one to come to.

SCOUT LEADER: Kept them quiet for a long time.

SUPERVISOR DUNNING: I know this is a school night. We do have some students here this evening. You may have some paperwork that needs to get signed. If you have to get back, we'll be more than happy to get that out of the way and get your paperwork signed if --

COUNCILWOMAN IGNATOWSKI: I think they did it before hand.

SUPERVISOR DUNNING: Did you --

COUNCILWOMAN SPERR: You got it signed ahead of time?

SUPERVISOR DUNNING: If we could take just a little five-minute break, if we could, before we get into the next part of this, if you don't mind. Does that work?

There was a recess in the meeting from 8:30 to 8:36 p.m.

Public Hearings:

1. (CANCELLED) South Chili Water Improvement Benefit Area #3.

SUPERVISOR DUNNING: We do have one Public Hearing this evening. As you will note, there was a cancellation for the South Chili Water Improvement Benefit Area Number 3. That was due to an error by The Messenger Post in their listing in their -- in their publication for our -- to the public notice, so we'll look at that at a later time.

2. Proposed Town Wide Extension to Chili Consolidated Drainage District NO. 1.

PUBLIC HEARING

A Public Hearing was held by the Chili Town Board on March 16, 2011 at the Chili Town Hall, 3333 Chili Avenue, Rochester, New York 14624 at 7:00 p.m. to discuss the Proposed Town Wide Extension to Chili Consolidated Drainage District NO. 1.

Attendance as previously noted in the 3/16/11 Chili Town Board meeting minutes.

SUPERVISOR DUNNING: But I will, at this time, um -- we do have a Public Hearing for the proposed Town wide extension to the Chili Consolidated Drainage District Number 1.

At this time I will open the Public Hearing. Is there anyone that would like to speak on this matter?

DOROTHY BORGUS, 31 Stuart Road

DOROTHY BORGUS: About how much -- I have questions more than comments at this point.

About how much more percentagewise of the Town will our drainage crew have to look after than they do at the present time if this is passed?

SUPERVISOR DUNNING: Mr. Lindsay?

DAVID LINDSAY: I guess I would probably defer to Mr. Hanscom for that. I don't have the specific notes. They have the data right in front of them. I can't tell you the number of parcels, or what the existing count is.

DOROTHY BORGUS: I'm talking about the Drainage District now, right?

SUPERVISOR DUNNING: Yes.

DAVID LINDSAY: Currently, there's a number of parcels that are in the district, and they're scattered around the Town. We would be bringing in all of the remainder parcels. I just don't recall what the number is.

COUNCILWOMAN IGNATOWSKI: The current one includes 7,317 properties. I'm trying to find the data in here. And then there is -- there is currently 3,344 that are not in, so you're going to be adding that 3,444 to that 7,000 --

MS. BORGUS: Another 50 percent?

COUNCILWOMAN IGNATOWSKI: You can tell me if I am misreading this.

MIKE HANSCOM: That's correct. That is what I would say.

DOROTHY BORGUS: So when we talk a piece of property, we could be talking a quarter acre lot or be talking about a 200-acre farm? So it really is -- the number of properties really is not relevant? --

SUPERVISOR DUNNING: May not be relevant if you're trying to calculate some cost to the Town of what the Town may maintain. The question may not be relevant to that.

COUNCILWOMAN IGNATOWSKI: They also have in here the current district comprises more than 39.2 percent of the Town's total area of 39.9 square miles.

DOROTHY BORGUS: So we would have to assume then we're going to be looking at a huge increase in manpower, equipment cost, maintenance?

SUPERVISOR DUNNING: Ut-uh.

DOROTHY BORGUS: We're not going to expand the staff.

SUPERVISOR DUNNING: There are no immediate plans to increase the staff, the amount of equipment, the vehicles that we purchase. There is no immediate indication that we need to do that.

DOROTHY BORGUS: So the expectation would be that the many of the -- the properties that would be added would not require any drainage work?

SUPERVISOR DUNNING: I don't know that that is necessarily accurate either.

David (Lindsay)?

DAVID LINDSAY: I guess we have a -- you know, we have a set of criteria that we utilize through the Drainage Committee and we review complaints when they come in through the Drainage District. Just because have you a drainage problem on your 200-acre farm doesn't mean it would qualify for assistance. We would have to look at it on a case-by-case basis.

DOROTHY BORGUS: That brings me to my next question then. How comfortable would a resident be in thinking that if he had drainage issue, and he was a member of the Town Wide Drainage District, that the Town would respond and help with his issue?

DAVID LINDSAY: Are you asking how -- what their expectation might be?

DOROTHY BORGUS: Exactly.

DAVID LINDSAY: I don't --

COUNCILWOMAN DI FLORIO: I don't know how he could answer that. Everybody's expectation of something would be different. I don't know what the current people's expectations are. Some people don't even know we have a Drainage District.

DAVID LINDSAY: All I can speak to is the current process that we have in place. When we have a complaint from someone in a Drainage District, you know, we dispatch either members of the Drainage Committee or DPW, or sometimes Town Engineer staff to go out and assess it, and you determine whether it meets the criteria that we have for utilization of public funds.

DOROTHY BORGUS: That criteria is written now?

DAVID LINDSAY: I don't believe we have a written policy in place, but it is something that the Drainage Committee has been working on. They have a -- they have an understanding of what the specific requirements are. I think the Drainage Committee has been working on it recently to actually put that down in writing, kind of a checklist, so to speak.

DOROTHY BORGUS: If you're going to move forward -- thank you. If you're going to move forward with this, I think you have got to have something definitive that a resident can look at and know that he or she is going to get some assistance with this under the -- under the fee they're going to have to -- the extra tax, if you will, that they're going to have to pay. I think you got -- you can't just leave this out there.

COUNCILWOMAN IGNATOWSKI: Dorothy (Borgus), as David Lindsay as indicated, I mean that -- that currently exists because I just -- speaking from my years on the Drainage Committee. If you have an issue that ended up being an owner, um, reason for his drainage because he decided to put a pool up in his backyard, put it in a low spot and now -- and it sat there and stopped the water from traveling from one end of the property to the other and it is ponding up next to his pool, the Town won't come in there and fix it.

You have homeowners that don't put the downspouts correctly, or the grading say starts to come into the house. The Town will not come in there and fix that. These are the sorts of things that when the people come into the Drainage Committee or make a call to the Highway Department that -- those are the issues that we take a look at.

As far as saying, does this problem impact more than one homeowner in that -- that is kind of key. I don't mean to take away the thunder from the Drainage Committee, but these are the things that when I was on it, that we were setting up, because certainly if you have an drainage issue that impacts multiple home owners, the municipality is probably going to have to step in because now you're trying to take care of something that is crossing property lines, and, you know, one resident over here is not going to do something that another will, so if you really want to address it, it needs to have a municipal answer to that.

I don't know if you want to give a little bit of background as to why we're having to do this as right now all at once being everybody -- because we were trying to capture people as they were coming in for Planning Board or some other issue to add them into the Drainage District.

Apparently now the law has changed that we can't do that, so this is what is forcing us to come forward and just put everybody into the Drainage District at this point, because the mechanism we had before has been taken away from us.

SUPERVISOR DUNNING: And certainly if you would like, we could have Marcia (Havens) speak on that. Marcia Havens is here, Special Counsel for the Town in this matter. She certainly can speak on the reasons of why this is in -- and the legalities.

DOROTHY BORGUS: I don't have a problem with that. What I am saying is, and -- and Ginny Ignatowski really makes my point. You have got to have some definitive guidelines. You have got to have parameters what you're going to deal with, what you're not going to deal with, and why you're not going to deal with it if you're not. I think if you're going to do this, which I'm not passing judgment on the -- on the idea. It is just I think you can't just say, "Well, we're going to do this," and not have any rules.

COUNCILMAN SLATTERY: Dorothy (Borgus), I think you bring up a good point, and I think David (Lindsay) touched on it a little bit. When I was on the Drainage Committee and became Chair and then moved on, um, the -- the Committee was charged with going out, looking at certainly things, and talking with the -- with the community and so forth.

And you bring up a good point in regards to what they should know when they go out, what they should be looking for at the same time.

But every situation is unique and different, and to come up with -- there are so many different scenarios, that to have them -- I think Dave (Lindsay) touched on it a little bit when they mentioned coming up with a checklist, things they looked for, things they talked to the resident about, and I -- to come up with what you're asking for, I think would be a little bit difficult; whereas, if they had the checklist, okay, you're going out and you're looking at -- somebody is complaining about the side yard swale, the backyard swale, the ditch.

Well, Joe Neighbor down the road put his shed in where the swale is. You know, that -- that is a common thing with putting garden sheds, fences, all of a sudden their -- they're creating the blockage. Now upstream is having a problem.

So by having a checklist of items that they're looking for instead of coming up with, okay, if you go out to, you know, X address, and you're -- you're going out there for a certain type of problem, now these are the solutions, it is hard to do that. I don't believe that is possible. So I think if Marcia (Havens) may have some comments regarding on her thoughts, regarding this, that may help us with this point. But I think coming up with a checklist, having some type of documentation, to say if I called, know, as one resident, and when I -- I know when I was on the Committee, we had a resident that called with a problem, it was just his lone problem, but it was -- it was something that the Town needed to be involved with, and he was paying to be in the Drainage District. He paid that little additional on the taxes, so the Town went out and they helped him.

So I think looking at it, it could be one individual, it could be five individuals, but I think let's refer to her to see and see if she can help us out a little bit.

COUNCILWOMAN DI FLORIO: We have over 30 percent of the Town in the Drainage District, and the process that we have in place has been working for a long time. So it is not like we haven't had this going on and we're just all of a sudden creating a brand new Drainage District.

COUNCILWOMAN IGNATOWSKI: I can also appreciate Dorothy (Borgus)'s question. You will have more parcels to take care of and that was actually one of my initial questions, as well. You are going to have more parcels that are going to be in there, and is there that possibility of having an increase in manpower and equipment?

In my mind, there is, but by the same token, it has to be budgeted. At this point, if it is not budgeted, what happens is you're just going have a waiting list. I mean, there is only so many dollars. There already is a waiting list. There is only so many dollars we can allocate to it. And certainly, now, these parcels will also be contributing to it, so does that give you an opportunity to do more projects because you're also getting in more money? Well, yes, that helps, too.

So I don't want to sit there and pigeon hole myself saying that, "No, this won't have an increase in manpower or equipment."

In my mind, I think you could see that come down the road, but you're also having an increase in funding for it.

DOROTHY BORGUS: I appreciate the fact you can't have a specific set of guidelines. I'm not advocating that. I think we have some general guidelines, general rules, if -- if it is a self-created hardship, no, we're not going to fix your problem. That is what I am saying.

COUNCILWOMAN IGNATOWSKI: Those existed. I put those together when I was on there. You know, and -- those exist.

DOROTHY BORGUS: They're being used now, do you think?

SUPERVISOR DUNNING: I'm getting -- yes.

DAVID LINDSAY: Yes, they are. To reinforce what Councilman Slattery said, the checklist is not a checklist to deal with every problem and how you deal with it and what you do if you see this, this or this.

But it is a -- this is what you should be looking at. Is it a self-imposed problem? It will be a process checklist, I guess.

COUNCILWOMAN DI FLORIO: The hard part --

MR. LINDSAY: A guide is probably a better --

COUNCILWOMAN DI FLORIO: Not every situation is that cut and dry with sheds in the middle of a swale. There is --

DAVID LINDSAY: There is a whole number of things that could contribute to a drainage problem, and you can't capture all of those in a checklist. A guide is probably a better word for the Committee members to use as they go out and try to assess these problems.

DOROTHY BORGUS: I think once the public gets an understanding what this consolidated -- Town Wide Consolidated Drainage District is, and it is brought to the forefront, it gets a little more light on it, I think you will see a lot more people coming forward saying, "Oh, I should have been getting help with this all along."

I think you will just be -- the publicity it is getting will increase the number of questions that you get for -- for -- for, know, remediation. So it seems to me we are going -- we are going to look at more staff and more equipment. I -- I -- I -- I think it is inevitable.

COUNCILMAN SLATTERY: I think it is a good thing. If there is a situation, and it does help them with the quality of life, for the people that reside in our community, I think, you know, we would be more than happy to go out there, review it, take a look at it. And that is where Dave (Lindsay) is going to have to prioritize his staff, and if he needs to shift people around a little bit, use the existing staffing we have, instead of doing one function, they will be work on the drainage.

SUPERVISOR DUNNING: But the fact of the matter is, we don't know that what you're saying is actually accurate, though, either. I think Councilwoman Ignatowski and also David (Lindsay) Lindsay has said, you know, if you get the call, we'll assess it as we get the calls. We only have so much to work with today. If the need arises and the financial support is there for additional staff, we'll have to look at it, but the immediate need is no -- we're not going to go out -- if we vote on this -- in a few weeks or a month or so from now, whatever that might be, we won't go out and hire new people right away saying, "We need this now."

It has to be looked -- we have to find out what is going to come. We don't know. You could be right. Maybe not at all.

DOROTHY BORGUS: In a -- and I use the term "normal" relatively, but in a different Town let's say with a different topography, a different elevation, it -- this may not be an issue, but Chili is a very wet Town. As you all know. This -- this is not a minor issue in Chili. This is major.

COUNCILMAN SLATTERY: Some towns don't even have a Drainage District.

DOROTHY BORGUS: Because they don't need one.

COUNCILMAN SLATTERY: A neighboring Town, to us, they do not, and they should. And they need one.

DOROTHY BORGUS: Well --

COUNCILMAN SLATTERY: I was just on -- I was just at a residence with it.

COUNCILWOMAN IGNATOWSKI: If I can, too, I know there is a lot of wetlands. I can think of one particular entity, they came in requesting some help, but they backed up to a swamp -- a wetlands. I mean what are you going to do. That is when you sit there and say, "I'm sorry your property is next to a wetland. We can't help one that. That is just something you have to live with."

DOROTHY BORGUS: Then, in turn, they will say, "Why do I belong to a Drainage District? Why do I pay for this, if you tell me I'm not getting any help back?"

COUNCILWOMAN SPERR: There are additional problems that could arise on the road front that is totally separate from the swamp that's out back.

But if I could add another comment myself, Dorothy (Borgus), you do raise good points. But I know that in hiring our Assistant Public Works Town Highway Superintendent, he is also able to go out and assess situations. So -- so maybe it would help the audience, here, and at home, if I'm a regular resident and right now I'm not in a Consolidated Drainage District, what happens if I call and I want someone to come take a look at a problem I might have? How do you currently handle it?

DAVID LINDSAY: If you're not in the district -- that is one of the things we look at first and foremost, are you in the district.

And Marcia (Havens) can add to this, too.

If you're not in the district, I can't use the Consolidated Drainage funds to assist you.

Sometimes we'll provide guidance or suggestions to you.

COUNCILWOMAN SPERR: But you will come and take a look, right?

DAVID LINDSAY: We'll come out and look and provide some technical guidance to you. That's how we handle that.

COUNCILWOMAN SPERR: So everyone in the Town does get some assist, and with Brian's help, they have been able to have an extra hand to go out and take a look at the situations. And I have actually heard people say some very good things about how well our Highway Department has assessed and helped, and I just wanted to make sure I got a plug in for our guys.

DOROTHY BORGUS: That is not my point.

My point is that I think maybe although you're trying to do something good here, you may end up sticking a stick in the hornet's nest, is what I am saying. And you may end up giving the -- the -- I guess the earned idea that somebody -- if I'm a member of this -- this Drainage District, that I am going to get some help. You know. And -- and you're going to maybe end up with some -- not some, many, disgruntled and unhappy taxpayers because they're going to feel they are not getting what they thought they paid for.

COUNCILWOMAN IGNATOWSKI: Certainly, Dorothy (Borgus), if we could have proceeded with the way we were expanding on the Drainage District, all of us would have been comfortable continuing with that. But we can have Marcia (Havens) explain why it is that we're

having to do this and why we can't continue with the path that we were in. I think that would shed some light.

DOROTHY BORGUS: All right. I will just close with one comment. I have a 107 acre -- 109 acre farm, and -- and I will be the first one to be looking for help.

COUNCILWOMAN IGNATOWSKI: You have been before there. You have been actually to the Drainage Committee before. I know. I walked your property. And the Wilcoxes.

DOROTHY BORGUS: Still just as wet as ever. Wetter.

COUNCILWOMAN SPERR: You live on Black Creek.

MARCIA HAVENS: One thing I wanted --

Marcia Havens. My office and home address is 760 Chili Avenue Extension here in Chili.

Before I talk about the legal reasons why we are here tonight, I want to talk a little bit about my experiences with the Drainage Committee years ago, and I think one of the frustrations is when a homeowner comes in with a legitimate problem or maybe several home owners with a legitimate problem and if they're not in a Drainage District, there really isn't a legal way for the Town to assist them physically on the land to correct the problem.

And when I was going through Michael (Hanscom)'s report, one thing that really struck me is if you look at the maps that are attached to the report and you look where all of the drainage districts currently are, it's a hodgepodge all over the Town. So you could have a North Chili, part of the residents in Drainage District, others are not in Drainage District and water doesn't know boundary lines. Water will flow downhill or wherever it is going to flow. So I just wanted to state that as a personal opinion.

But the reason why it was proposed that the Town consider a Town wide extension to the Drainage District, is because the State passed a new law that became effective March 21st, 2010. And it is called the New New York Government Reorganization and Citizen Empowerment Act. It is this act that allows residents now to petition to dissolve villages or combine various special districts and so forth.

One of the, I think, unintended consequences of that law is that it repealed a section of the law that Chili has been using for years, to require developers, someone coming in for site plan or subdivision to extend the Chili Consolidated Drainage District to include the area to be developed. And that has worked very well. We had forms that have been provided to developers. And, you know, it would capture all new development in the Town.

But because that section of law was repealed, then if we wanted to have new developments included in one district, and it is easier, I think, administratively to have just one district, they would need to each create their own separate Drainage District, and then on a periodic basis whether annually or twice a year, then the Town would have to consolidate all these small districts into one large Consolidated Drainage District and that would be very expensive, I think, and burdensome of your time. Where if we could just extend the district to the Town borders now, and because we started the process on March 3rd, before the effective date of the repeal of the section of law I was telling you about, then we can still utilize that old section of the law in this extension.

So that is kind of why we're here at this point in time, rather than continuing with the policy that the Town has followed for many, many years.

SUPERVISOR DUNNING: Thank you.

MARCIA HAVENS: Hopefully that answers some questions.

COUNCILWOMAN DI FLORIO: Can I ask you one question? If I, as a homeowner -- I'm in the district now, but if I, as a homeowner, and I currently wasn't in the district as the Town is entertaining this to move forward, could I come to the Town and say, "I don't want to be in it. I want to be excluded"?

MARCIA HAVENS: The Town could listen to you, and theoretically, they could change the boundary to exclude you. I guess I would recommend against it because you may not be the only owner of that home.

COUNCILWOMAN DI FLORIO: Right.

MARCIA HAVENS: A future owner couldn't receive services or things go bad in your neighborhood and you knock on the Town door later and say, "I wish I had services."

And we say, "Too bad."

So I think for a lot of the reasons the Town may not want to entertain that kind of request.

CHARLES RETTIG, Coldwater Road

MR. RETTIG: I appreciate Marcia Havens's explanation. That did answer a good number of questions.

I do have some further questions just for clarification.

If you're going to add approximately 3,000 properties, have a total of 10,000 properties in the Drainage District, um, what percentage of the total properties in Chili -- since you indicated that 40 percent of the total area is in the Drainage District now, what do you propose will be the total percentage of area in the Drainage District in the future? With this proposal?

SUPERVISOR DUNNING: 100 percent. 100 percent of the Town.

MR. RETTIG: So therefore, all properties will be included?

SUPERVISOR DUNNING: Yes.

MR. RETTIG: Thank you.

COUNCILWOMAN SPERR: That's the goal.

SUPERVISOR DUNNING: Anyone else?

The Public Hearing was closed at 8:59 p.m.

At this point, a Public Forum was conducted to allow public speakers to address the Town Board. The following speakers addressed the Town Board on various subjects: Dorothy Borgus, Charles Rettig, Bob Coyne and Matt Craft. The Public Forum concluded at 9:09 p.m.

MATTERS OF THE SUPERVISOR:

SUPERVISOR DUNNING: I know we received this a couple of weeks ago, referring to open space. I know everybody has been extremely busy with a lot of things. I would like to give ample time for the Board to thoroughly review this document, but I do anticipate bringing forth a resolution, if you will, at the next meeting, April 13th, for consideration of accepting this particular document. So you can expect to see that, but I will touch on -- on a comment that was made at the Public Forum. There is -- the Open Space, if you go right to the front page of the Town of Chili's website, there is a scrolling sequence of pictures. It is right there on the right-hand side, just below the banner that says "Open space inventory."

You can see kind of ghosted-out images of other things there, but if you click on one of the images before it comes through the cycle -- only four or five, so it takes about 20, 30 seconds right there on the front page. You don't have to click on any of the headings or any other things to get to it.

COUNCILWOMAN IGNATOWSKI: When you click "Town of Chili" and the web page comes up, you see pictures floating through the pictures -- there is like a dog, or -- about a -- about the --

SUPERVISOR DUNNING: Dog licenses. Open space, there is the water. There is the water, other things in there.

COUNCILWOMAN IGNATOWSKI: You kind of float through. You just have to click it when it comes through.

COUNCILWOMAN DI FLORIO: I will show you on my phone when we get done.

SUPERVISOR DUNNING: The other thing that I just like to touch on is I'm sure most of everybody is aware at this point, but the Gates-Chili girls basketball team recently won a Section V AAA tournament; subsequently then went on to win the Section V AA tournament; and correct me if I'm wrong on this one, and then also recently went to Buffalo and won a Section VI tournament, which sends them to Albany, I believe. Am I correct, Jordon (Brown)?

JORDON BROWN: Albany for the final four.

COUNCILMAN SLATTERY: Glens Falls.

JORDON BROWN: Troy.

SUPERVISOR DUNNING: Glen Falls, Troy area, somewhere in the greater Albany district, but the girls -- they have had an absolute phenomenal year. Jordon (Brown)'s daughter, Morgan, is on that team and has played with them, so we're extremely proud of our girls, and when they get finished with this tournament, I know our Board will give an appropriate recognition. Wherever they go from here, it doesn't matter. They have done just a phenomenal job this year. Exceeded everybody's expectations.

With that I will move on to Matters of the Town Council. Anybody have anything?

MATTERS OF THE TOWN COUNCIL:

COUNCILMAN SLATTERY: My alma mater, Charlotte High School, is going to Glens Falls to play Saturday, as well.

RICHARD STOWE: Without you. (Laughter.)

SUPERVISOR DUNNING: What are they playing?

COUNCILMAN SLATTERY: Basketball.

COUNCILWOMAN DI FLORIO: Another bright spot of use, we had the Churchville-Chili Robotics Team in here a month and a half ago, and they had their regional competition just a couple weekends ago at the beginning of March. Their team was in an alliance with three other teams for the robot part of the competition. After a nail-biting three rounds, best two of out of three, they did not win. They came in second place for the robotics part of it.

However, um, they did win the overall Chairman's Award, and I just -- to let you know what that represents, I just printed this out. I will just read it verbatim. But the Chairman Award represents the spirit of -- of FIRST, which is the robotics team -- or competition. It honors the team that in the judges' estimation, best represents a model for other teams to emulate and which embodies the goals and purpose of FIRST. It remains FIRST's most prestigious award. And winning that gives them the ability to go on to the competition in St. Louis at the end of April.

COUNCILWOMAN IGNATOWSKI: As I recall, this is not the first time they won that.

COUNCILWOMAN DI FLORIO: No. They had won the Chairman's Award several years in a row. So it was a huge honor to them. So kudos to them.

COUNCILWOMAN SPERR: Congratulations.

I have a couple of things I would like to discuss.

The Preservation Board is in the process of continuing to work on their barn book, and they asked me if I would pass the message along that anyone who is listening here or at home, that they are looking for feedback and information from anyone who does have barns in Town, just in

case they have missed someone.

They have sent letters out asking for information and pictures, and we'll be working on this book, and hopefully by the end of the summer, we'll be almost done and ready to go to print. So if anyone hears us and has not been contacted by the Preservation Board, you can call Dawn (Forte) here at the Town Hall or our Historian, Bonnie Moore, who is also the Chair of that Board regarding the barn book.

The only other announcement I wanted to make was the fact that the Gates-Chili Chamber of Commerce will be holding their 2011 Annual Community Awards Celebration Dinner. This is one of their premier events the Chamber holds every year. And this year it is held on Thursday night, April 28th, at Diplomat Party House.

And why this is important is that the people who receive these awards and the locations of businesses, it helps their business, but it gives us an opportunity to say thank you to a whole host of businesses and outstanding residents in both the Gates and Chili communities.

For example, our Town Supervisor will present the Beautification Award for the Town of Chili. That is the honor that is presented to the Supervisors of both towns every year. The Hubbard Springs Garden Club will be presented the award for beautification. They were founded in 1956 and have been working on the gardens in that Town since that time. So it is high time that there is some recognition, and David (Dunning) will be able to present them with that award.

The Hope Hall will receive the Beautification Award from the Town of Gates. They have recently put on a high school addition to their facility, and it is absolutely top notch.

There is another award called the Joseph Entress Memorial Award. The Target in Chili Center will be receiving this one.

The Innovative Business Award is also a Chili business. The Glue Factory won that award.

The Culture and Arts Award is always an interesting one, but we had the Gates-Chili High School Show Choir perform at the holiday Christmas party we had for the Chamber, and they absolutely were outstanding. If you have ever watched an episode of Glee, that will give you an idea what they're about. They were chosen to receive that award.

An outstanding citizen from the Town of Chili will be John -- who a lot of us know as Al Hellaby. He has been -- was nominated by his family and has been so involved in Scouts. It is amazing when you find out what he has been doing. He has been a member of our Planning Board for over 20 years.

The outstanding citizen in Gates, Sister Diana Dolce from Hope Hall.

And there will be a Special Recognition Award presented to Dr. John Martin, President of Roberts Wesleyan College for the outstanding work they have done in expanding and continuing to grow that facility.

So again, that's Thursday, April 28th, at the Diplomat Party House. It is open to anyone who would like to attend. So hopefully we'll see the community come out and support us. You can look for more information in [The Messenger Post](#).

Thanks for listening.

SUPERVISOR DUNNING: Thank you. Gee, now that we know who won, do we have to go?

COUNCILWOMAN SPERR: Absolutely. Absolutely. Absolutely.

REPORTS SUBMITTED:

Recreation Center Revenue Report – January 2011, February 2011

Senior Center Revenue Report – January 2011, February 2011

Town Clerk Report – February 2011

Dog Control Report – February 2011

Chili Parks & Recreation Committee Minutes – 2/9/2011

TOWN BOARD DISCUSSION RELATED TO THE FOLLOWING RESOLUTION:

SUPERVISOR DUNNING: There was a question about what this resolution is all about.

As we review our Town codes from time to time, we find areas of the Town Code that are -- I will say weak and need -- need help. This particular section of the code is intended to help protect the quality of life in areas of single-family dwellings. So that is what this code -- this code will be able for -- for full review. It will also be on our website tomorrow morning, and it will also be available at the Town Clerk's Office to look at the code in its entirety, but that is its intent.

Any other questions or comments?

RESOLUTION #147 RE: Set Public Hearing to consider adoption of Local Law # _____ of 2011 amending The Code of the Town of Chili Zoning Chapter 500

OFFERED BY: Councilwoman Ignatowski SECONDED BY: Councilwoman DiFlorio

WHEREAS, a Local law to amend the Town Code Zoning Chapter 500 has been advanced and introduced; and

NOW, THEREFORE, BE IT RESOLVED, that Local Law # ___ of 2011 of the Town of Chili entitled, "A Local law to amend Zoning Chapter 500 to provide certain housing regulations within the Town of Chili," which amends the Code of the Town of Chili as it relates to housing regulations in the Town of Chili; and

BE IT FURTHER RESOLVED, that the Town Board hereby declares itself lead agency for SEQRA review purposes and directs the Town Clerk to send notification of such designation to all affected agencies; and

BE IT FURTHER RESOLVED, that a Public Hearing is hereby scheduled for April 13, 2011 at 7:00 p.m. at the Town Hall Main Meeting Room, 3333 Chili Avenue to consider the adoption of Local Law # ___ of 2011.

UNANIMOUSLY APPROVED

RESOLUTION #148 RE: Establish Letter of Credit for FedEx and Boon Drive

OFFERED BY: Councilwoman Sperr SECONDED BY: Councilman Slattery

BE IT RESOLVED that per the recommendation of the Town Engineer, a letter of credit be established for FedEx and Boon Drive in the amount of \$631,500.

Items within the letter of credit include, but are not limited to, storm sewers, roadway construction, street trees, rough grading and construction of a retention pond, erosion control measures, Phase II inspections, sidewalk construction and the preparation of record plans to be submitted to the Town.

Additional provisions included within the letter of credit are 10% construction contingency, a 5% contingency for Town Engineering inspection services and a 1% contingency for Town Administration.

UNANIMOUSLY APPROVED

TOWN BOARD DISCUSSION RELATED TO THE FOLLOWING RESOLUTION:

SUPERVISOR DUNNING: There were some questions I would like to address -- the question was more related around rezoning, around what the protocol is. And there is different things. When a development comes into Town, typically, if a -- if an area is zoned properly or appropriately for the type of business that they want to do there, they start with the Planning Board. If there are codes or regulations in the code of the Town of Chili that the applicant is looking for some relief for, then they would go to the Zoning Board of Appeals.

So -- and in this case, because the applicant was looking for a rezone, it -- it goes to the Planning Board first, so the Planning Board can take a look at the -- the property, and then -- and yield a recommendation to the Town Board for -- for that particular application if --

MR. COYNE: Can I ask a question?

SUPERVISOR DUNNING: I'm sorry. After the meeting I would be happy to answer your questions. Okay?

After -- after this Board votes, depending how this Board votes, if this goes to the next stage, the next stage would be the Planning Board. If in the planning stages the applicant needs something outside the parameters, the setbacks were different -- there is differences that weren't part of our Town Code, then it would go to the Zoning Board of Appeals.

In this process also they would have to seek Conservation Board, Architectural Advisory Committee -- there are other committees and boards -- Traffic and Safety, other committees and boards that they need to be a part of.

And I would recommend to anybody that is interested, is that you sign up for the agendas that -- if you will, for these various meetings. They come out automatically. You can sign up right on our website. You will see these applications as they come forward. I guess that's kind of a -- in a capsule, in a nutshell, that is kind of the process that the applications go through.

Second, there was some questions regarding the SEQR process, and I'm actually going to turn this over to Counsel, if we could, to -- to --

RICHARD STOWE: That's fine.

I want to go back to the -- to the first question, and then I will address the second. Not that anything you said was inaccurate, but only I think it helps everybody understand the process if they understand the authority that the various boards have.

Okay?

This Board of elected individuals is charged with the responsibility to determine where the various zones within a Town or the various authorized activities in each zone land.

Kind of a legislative act that says in accordance with the various findings they have to make this area GB, that area as Residential, et cetera.

If an applicant comes that needs to have a determination made, or if this Board on its own

motion determines after all of the necessary findings are made that a -- that the boundaries of a residential zoning district need to change, only this Board has the authority to change that.

The process that is set up, in order to do that, involves a recommendation from the Planning Board that comes to this Board, for its acceptance or disapproval.

Any application for any development that occurs doesn't come to this Board as a matter of course, but rather goes to the Planning Board, that this Board has delegated the authority to review the site plans and the subdivision necessities, if any, associated with any plan. And that Board has the authority to do that. Doesn't necessarily involve this Board.

If there are specific area requirements in our zoning code, dimensional area requirements, or if there are requests for relief from the permitted uses within a district, use variance, those sorts of applications go to the Zoning Board of Appeals.

It is possible that all Boards in -- in one area of Town could review various applications. It's possible that only one Board would be involved depending upon the nature of the relief that was requested. Okay?

To try to follow any specific application -- I mean it depends specifically what is being asked, which Board is going to be responsible, because not all boards have the jurisdiction to deal with those. This Board has delegated the planning and site plan, and in -- and subdivision authority to the Planning Board, so they deal with site specific issues of a developer saying, you know, will this building, work and what about the drainage, and what about the parking lot requirements, and vehicle ins and outs and ingress, all of the things that they do.

As part of that review, this Town has set up a scenario where the Planning Board gets advice and concept from the Conservation Board, Drainage Board and from other involved entities in the review that they do.

So to try to determine where to plug in on any part of that process, kind of requires an analysis of what it is that is going on, what the nature of the application is, what part of the application you may be concerned with.

With regard to the rezoning that -- the motion has been made and seconded to review, this is -- this is, as I understand it, a rezoning request that is coming to this Board and has a SEQR review that is -- that was initiated as a result of a particular application that was made to consider and presented to the Planning Board for its recommendation, and the recommendation of the Planning Board was that a rezoning was the proper way to proceed with any review of the area involved in that application.

Is a correct statement?

SUPERVISOR DUNNING: Yes.

RICHARD STOWE: The application comes to this Board with a recommendation from the Planning Board that the area be rezoned, and the Public Hearing that was already conducted by this Board took into consideration the Comprehensive Plan. That is yet another document that the Town produced that was presented to the Town sometime ago that is already being updated as part of an on-going process, and it is this Board's determination, if it decides to go forward, that -- whether that legislative act and boundary should change from R-1-15 zoning to General Business. For the portion that is being sought to be reviewed. It is my understanding that this is only a portion of a larger parcel that is coming to this Board to be reviewed, and that the Comprehensive Plan that was mentioned at the Public Hearing only suggests that a portion of the parcel be considered in the future for General Business rezoning, if you were to be in conformance with the Master Plan or Comprehensive Plan.

With regard to the SEQR question, that -- that was brought up, the -- the rezoning of this parcel is a SEQR -- requires a SEQR determination to be made by this Board with regard to the rezoning. The State Environmental Quality Review Act wants this Board to be able to understand in its review of the entire rezoning process what the permitted uses, if rezoned, would be allowed to occur on the parcel. Therefore, the -- the -- the entire issue of potential development is reflected in the application.

It is a site specific -- there is no specific -- it is my understanding there is no specific pending application before the Planning Board with regard to the parcel. But rather a rezoning. And the formal application can't be made until such time as the rezoning has occurred that involved the site plan process and subdivision process, as necessary.

There is a reference in the resolution as it is drafted to a subdivision process and a specific condition with regard to the rezoning if it is approved that has to do with the fact that the -- right now there are two tax account numbers involved in this parcel. And it was the understanding of the Planning Board and its recommendation to this Board that only a portion of one of those two parcels be rezoned to General Business. As I understand it.

So that if the -- if the rezoning were to go forward, this Board is conditioning any rezoning of that part of tax account number --

SUPERVISOR DUNNING: 145-030-01-14.

RICHARD STOWE: That if, in fact, the rezoning goes forward and -- and the resolution is adopted, that that part of that parcel not be rezoned if it does not become subdivided by the Planning Board. So that --

COUNCILWOMAN SPERR: Got you.

RICHARD STOWE: So only the one tax account number would be rezoned in that instance because that was the recommendation of the Planning Board, and that is what you're reviewing and acting on.

Does that answer your question?

SUPERVISOR DUNNING: It does for me. I would just like to -- for point of clarity,

though, it was the Planning Board who recommended that they -- that the additional piece of property that -- small or one little piece of -- the other portion of this, be considered by the Town Board. It was -- was their recommendation and their request.

RICHARD STOWE: Right.

COUNCILWOMAN IGNATOWSKI: Just for clarity, because this is something that I had been confused on, as well, that when you looked at that -- the first part of this, and seeing, you know, that the name of the applicant was Union Crossings, then I was like, "Well, is this project specific, or is this just" -- then I had a conversation with the Supervisor and he indicated that no, the information that is contained in here is just supposed to give us an idea what could take place underneath that General Business.

And as far as what he -- what he mentioned before, about the total continuing acreage owned or controlled by, it is 23 acres, yes, they own it, but they're not asking for the whole 23 acres to be rezoned.

RICHARD STOWE: That's correct.

COUNCILWOMAN IGNATOWSKI: There is clarity on that. I think there was a little confusion during his comments.

I was like, "How do we know it is 550 trips? How do we know anything in here?"

We don't. It is based on if it is a General Business, this is kind of giving us a general idea what could take place. Not specific.

With that in mind -- I guess the one question I didn't have answered, if this goes through and is it a -- rezoned to General Business, now you have a plan that will come forward, do they have to do their own SEQR for that particular plan?

RICHARD STOWE: They will review the SEQR determination on a plan, again, at the Planning Board level.

COUNCILWOMAN IGNATOWSKI: So the information will be more specific to that particular plan. This is just --

RICHARD STOWE: They will submit it again.

COUNCILWOMAN IGNATOWSKI: They will submit it again. Okay.

So ours is just strictly for that use, the General Business. It is not based on the project. Because -- because that project could go away. We have seen that happen before.

RICHARD STOWE: This Board is not considering the -- the -- the --

COUNCILWOMAN SPERR: We are not.

RICHARD STOWE: -- the site plan elements of any specific application in considering this particular rezoning, because it is -- because it's not even the whole parcel.

COUNCILWOMAN DI FLORIO: But our charge is to say should this parcel change from Residential to General Business only and not specifically what is going there.

RICHARD STOWE: No. That is the Planning Board function.

COUNCILWOMAN SPERR: Right. There was a concept that was presented to us as a possibility to go into this location, which prompted the -- the -- asked for the rezone.

RICHARD STOWE: The recommendation from the Planning Board.

COUNCILWOMAN SPERR: The recommendation from the Planning Board.

But in -- on page 3, you reference the term "maximum vehicular trips generated per hour 550 trips."

That is -- I had a discussion with our Highway Superintendent about that. That is to the largest extent what would -- what would transpire there. So there is not a traffic study that is done. This is -- for preparation for the document.

COUNCILWOMAN IGNATOWSKI: Just taking a look at what uses could be used in there and trying to extrapolate from there what would be the biggest impact on that. If it is a gas station, you're just capturing traffic going by, so you're not increasing something going there, but something like retail, which will have higher than say for a hotel, which is more people just coming in and staying.

So we're trying to take the worse case -- I don't know -- the maximum amount, and that is what was put into the SEQR. There has to be, as it was explained to me, we can't say, "We don't know. We don't know. We don't know." Figures had to be put in here in some fashion.

RICHARD STOWE: Well, the permitted uses that are permitted as of right in a General Business zone include professional business offices, banks, financial institutions, studios, um, variety and gift stores, garden supply, hardware, home furnishings, health food, furniture, liquor and department stores, books and stationery, instrument stores, department stores, auto parts and household appliance stores, restaurants, theaters, health and fitness centers and video stores.

Just to give you an idea of the spectrum of permitted uses in a GB zone. And this is -- isn't specific for any one of those, but rather the Board's charge is to consider whether after reviewing the Comprehensive Plan and the recommendation of the Planning Board, that -- that is -- is a consistent area that ought to be considered to be rezoned as was recommended by the Planning Board.

COUNCILWOMAN IGNATOWSKI: As I had mentioned during the Public Hearing, it is throughout our -- our current Master Plan, the recommendation for this to be rezoned. It is in multiple locations that I had tabbed all three here, and I won't make our evening even later by reading these, because it certainly is in there for this recommendation, and as the Supervisor had indicated that evening of our Public Hearing, that recommendation, thus far, has not been changed at all. The current one is being worked on, as well.

RICHARD STOWE: The updated.

COUNCILWOMAN IGNATOWSKI: Correct.

The 490 exit, and this is what they deem as an appropriate type of zoning to be in that area. So I can appreciate the homeowners that are adjacent to it on the north side of it. Certainly, the charge to the Planning Board is to take those into consideration when it comes forward for site plan, to be sensitive to that, should this go forward.

COUNCILMAN SLATTERY: Supervisor, also in regards to that, without beating it up too much, that 550 trips, there is a note that clearly states from the studies available in the ITE fourth edition for only -- a.m. or p.m. peak event, whichever is the proposed highest volume generated for these studies. So it clearly states that on there. So I can understand why so many may be confused if they're not used to looking at this type of information. So I think -- I thank Counsel for his comments and clarification.

In regard to the Comprehensive Master Plan, there was a number -- you know, going back -- 1970, 1991, 2001, and -- and there was one after that, I believe?

SUPERVISOR DUNNING: 2002.

COUNCILMAN SLATTERY: 2002. Where they were worked on. And basically, as I mentioned before, these are -- the Comprehensive Master Plan Committees are generally people from our community, people from the Planning Board, citizens, um, that are volunteers to work on these, and -- as we know, they take months, sometimes years to complete. And this -- there is a lot of thought process that goes into them. There is a lot -- we also have possibly a -- a paid engineer, planner, that also, you know, is on this, as well as a consultant.

And I think it is very important people understand and realize this is a document -- I have papers on mine. I will hold up Ginny (Ignatowski)'s, very thick with a lot of information that is not taken lightly, a lot of time and effort put into it, and to read it and understand it, you get a better appreciation for what these people did, you know, regarding putting this document -- document together. We don't take it lightly as a Town Board when -- you know, now an issue that comes up that we have to vote on. I will be perfectly honest with you, I went back and read it a few times. I went back and I read it again, and then I went back and read the 1991 document, as well, to see what changed from the 2000 -- 2001 to the '91, just looking at that information there. So it is very important that people realize what is in there, and then how it really sets the Town up for growth, for the potential growth.

Now one comment, if I could, I -- that I found in here was when they were working on the Comprehensive Plan from 1991, there was a comment in there, in regards to the potential for development from -- from the '91 Master Plan. And they -- in the document it said tremendous growth was assumed to be coming to the Town's population. Expected to reach 44,000 people by 1990. That was in the document. And just goes to show you right now we're about 29,000, and how they're trying to look towards the future, but obviously things change, the economy, what have you. The infrastructure that we have, that will dictate, you know, where we go.

So it is really -- it is an important document that we revisit, we update, and we make sure, that, you know, we follow through on the action items that is actually in it. So.

COUNCILWOMAN IGNATOWSKI: I will -- I will read just a couple passages because it speaks so much to it. Sub Area 4 along Union Street near the I-490 exit, it is recommended that a strip of General Business zoning occur along both sides of Union Street from Black Creek north to the CSX railroad tracks.

I mean, they go on for the reasons behind it. Then on page 5-12 with the introduction of public sewers and drainage improvements, this sub area could support additional development, which would include commercial and Limited Industrial types of use as noted in the summary chapter to this plan update, land along both sides of Union Street north of Black Creek to the main line are recommended for General Business. Then on page 5-16, "In the event sewers are extended to serve this area," which they were, then -- "further evaluation of the types of commercial development that could be most appropriate. With both public sewer service and increased traffic, this area would lend itself suitable for hotels, motels, restaurants and other highway-oriented types" -- they were actually referring to the possible Thruway exchange in there, but certainly you have the 490 -- the Thruway exchange did not occur, but they're targeting that area multiple times in this document, for that particular use.

And not only -- piggy-backing a little bit on what Councilman Slattery said, yes, we had a Committee that put this forward, but this document also went through multiple public information meetings and Public Hearings to gain comment from anybody about this information contained in here as an opportunity for the Board to possibly modify something prior to its adoption, which did happen, because I know there was a recommendation that was actually dropped out of it, based on a Public Hearing. So it's not only that we had a large group of people working on it, but it is also going through the Public Hearing process.

SUPERVISOR DUNNING: I would like jump in, if I could, just a little bit, and I know Dorothy (Borgus) touched on this at the public forum, I believe, at last meeting. Having watched what the current Comprehensive Master Committee is going through -- and Councilman Slattery is absolutely correct. We have people from the -- just people, residents from Town, we have people from various Boards and Committee and a lot of people -- well, less than we started out, but a lot of people that have been working on this for two years now, and they worked very hard on this and it is very, very disappointing that literally no one from the Town of Chili has shown up to listen to what is going on in this process. You know, there's a lot of information, as you know, by reading the minutes being shared in the -- a lot of work -- it is overwhelming to a certain degree if you don't know what the background is and what happened in the process to come out now to a Public Hearing and then try and -- which we'll be having. We'll have those Public Hearings and public meetings and no one shows up.

For me, that was -- is very disappointing. I wasn't here when these were done initially, but -- but it just -- it's a -- it's sad. It really is sad that nobody pays attention to those.

COUNCILMAN SLATTERY: Actually, Supervisor, one point I would like to bring up in regards to our Master Plan -- our Comprehensive Master Plan document. That people are familiar how King Road, Paul Road, how it dead-ends by the railroad tracks. Well, they took that bridge down because it deteriorated, because it was in bad shape. Well, there was also talk -- and we got money from New York State to go and reconnect that to extend it.

So you may live on that road, but you may not be aware of that. So there is talk about possibly at one point, you know, repairing -- or rebuilding that and putting that back together. So that's also in -- in one of our Comprehensive Master Plans. When -- it clearly states that information in there.

"Identify the most appropriate alignment for the proposed extension of Paul Road from the dead-end section that is north of the Westshore Branch Railroad to Union Street. The Town could adopt an official map that included the right-of-way and require each development to conform to it."

So is it very important that people read it, understand it and know what is in it. If something started out there, it would bring light to not knowing what is taking place in their backyard. Really, I mean that is why we encourage people to get involved.

If you look in these documents you also see information regarding surveys. How many times does the Town send out a survey, and we'll get maybe 1 percent of the population that will send them back. People look at them, "I don't want that," they throw it out instead of taking the time to participate in your community, which is -- is so very important. People look at it, don't do it. Then when something comes up, it -- it is just -- it's really discouraging.

You know, I -- I wish, you know, people would take more participation into -- into their community. Because, you know, it's a great way to -- one, to give back; two, to learn about it; and three, to get to know the people in the area.

COUNCILWOMAN IGNATOWSKI: I highly advocate if you have something that is not developed behind you, you become very familiar about what it is currently zoned at and what the Master Plan has to say about that particular parcel of land.

SUPERVISOR DUNNING: Wasn't -- doesn't always work. I can tell you that. From experience. But nonetheless.

COUNCILWOMAN SPERR: All of the comments you're hearing coming from the Board tonight, they're all exactly correct, but that does not take away from our ability as a Town Board to make the decision of whether or not to rezone. Because they look to the future, and they are all recommendations, but actually ultimately the decision lies with us, and it is one of the many factors in making the decision for this. We rely heavily on our Planning Board and entrust that when we make decisions like this, and if it were to go through and be rezoned tonight, that they would have everyone's best interest at heart and take care of the neighboring properties around the development, so they are very good and do an excellent job, and I just wanted to bring that up.

One other additional point, one more quick point. At the Public Hearing, a gentleman had come up to me when I made a comment about having certain letters. We did receive some letters from the residents, and I just wanted to reassure everyone that we did receive all of the letters that were sent. I only had mentioned a couple that night that I happened to have with me, but I did receive all of the letters that were mentioned -- the Town Board -- Board did receive several.

RESOLUTION #149 RE: Rezoning of 3610 Union St. Tax account # 145.030-01-23 and a portion of tax account # 145.030-01-14 from R-1-15 to GB (General Business)

OFFERED BY: Councilwoman DiFlorio SECONDED BY: Councilwoman Sperr

WHEREAS, Schultz Associates, acting on behalf of the record owners of the property located at 3610 Union St., made application to the Planning Board for rezoning of this parcel R-1-15 (Residential) to GB (General Business); and

WHEREAS, the Planning Board held a public hearing on January 8, 2011 on said application to rezone said premises to General Business and recommended the rezoning by a vote of six yes; and

WHEREAS, the Planning Board's recommendation includes 3610 Union St. (Tax map # 145.030-01-23) and a portion of tax map # 145.030-01-14 more particularly described as:

All that tract or parcel of land situated in Part of Town Lots 66, Township 2, Range 1, Mill Seat Tract of the Phelps and Gorham Purchase, Town of Chili, County of Monroe, State of New York, and more particularly described as follows:

Beginning at the Northeast corner of land now or formerly of James Brown said point being on the east right of way of Union Street and 214.36 feet south of the southerly right of way of Paul Road, thence;

1. Easterly on a bearing of S 88° 01' 04" E, along the north line of said James Brown and along the south line of the Wusnick Subdivision a distance of 784.59 feet, to

the south east corner of lands now or formerly of Boyd and Phyllis Clausen, thence;

2. Northeasterly through the lands now or formerly of James Brown on a bearing of N 71° 04' 14" E, a distance of 90.00 feet to a point, thence;
3. Southeasterly and continuing through the lands now or formerly of James Brown on a bearing of S 34° 21' 06" E, a distance of 292.22 feet, to a point on the northerly right of way line of Interstate 490, thence;
4. Southwesterly along said Interstate 490 with a curve to the right having an arc length of 141.35 feet, a radius of 7537.81', an interior angle of 01° 04' 28", a chord bearing of S 56° 11' 08" W, and a chord distance of 141.34 feet to an angle point in the said north right of way line, thence;
5. Southwesterly and continuing along the north right of way of Interstate 490 on a bearing of S 71° 04' 06" W, a distance of 157.21 feet to an angle point, thence;
6. Southwesterly and continuing along the north right of way of Interstate 490 on a bearing of S 71° 16' 06" W, a distance of 625.97 feet to a point an angle point, thence;
7. Northwesterly along the east right of way of Interstate 490 on a bearing of N 30° 28' 46" W, a distance of 155.64 feet to a point on the east right of way of Union Street, thence;
8. Northerly along the east right of way of said Union Street on a bearing of N 12° 27' 19" W, a distance of 446.24 feet to a point, said point being the point and place of beginning for this description.

More particularly shown on a Proposed Zoning District Change Map of Union Crossings by Schultz Associates dated January 27, 2011; and

WHEREAS, the Town Board on March 2, 2011 conducted a public hearing as required by Town Law its Zoning Local Law; and

NOW, THEREFORE, BE IT RESOLVED, that the Town Board, lead agent for State Environmental Quality Review Act purposes, has reviewed the environmental record with regard to this application and determines it to be an unlisted action and makes a determination of no significant environmental impact; and

BE IT FURTHER RESOLVED, that the Town Board accepts the recommendation of the Planning Board and hereby rezones the parcels above from R-1-15 (Residential) to GB (General Business); and

BE IT FURTHER RESOLVED, that the rezoning of the portion of tax map 145.030-01-14, in the above description be conditioned upon Town of Chili Planning Board Subdivision approval creating one parcel as described herein; and

BE IT FURTHER RESOLVED, that the Town Clerk is hereby directed to make the necessary modifications to the Town's Zoning Map and publish any required notices.

UNANIMOUSLY APPROVED

RESOLUTION # 150 RE: Environmental Criteria Evaluation of the Amended Determination of Significance and Negative Declaration Notification for the proposed Town Highway Garage Project

OFFERED BY: Councilman Slattery SECONDED BY: Councilwoman Sperr

WHEREAS, the Town of Chili Town Board (hereinafter referred to as Town Board) is the designated Lead Agency for the proposed acquisition and Highway Garage Project (hereinafter referred to as Action); and

WHEREAS, the Town Board has been informed by the Town Commissioner of Public Works of the need to Amend the Environmental Record previously acted upon due to final site design changes for the proposed Action, that new information has been presented listing the changes and that the changes in circumstances related to the project were not previously considered; and

WHEREAS, the Amended Environmental Record is recommended due to final design changes that have been agreed-to to three buildings located on the site that include an additional 8,000

square foot expansion to the Cold Storage Building, providing the actual size for the Salt Storage Building and an increase of 3,500 square feet in total area for the Administration Building; and

WHEREAS, the submitted Amended Environmental Record for the Action lists the following Buildings are to be placed upon the 30 acre site: Administration and Crew Area Building (7,800 square feet); the DPW Vehicle/Equipment Storage Building (27,500 square feet); the Maintenance/Repair portion of the DPW Vehicle/Equipment Storage Building (10,000 square feet); the Wash Bay/Covered Storage portion of the DPW Vehicle/Equipment Storage Building (3,500 square feet); the Parks Department Vehicle /Equipment Storage area of the DPW Vehicle/Equipment Storage Building (5,250 square feet); a separate Cold Storage Building (8,000 square feet) and the Salt Storage Building (7,500 square feet), for a total building coverage on the 30 acre site of 69,550 square feet, or an increase of 19,550 square feet (or a 28% increase in total building coverage) from that identified in the Environmental Record; and

WHEREAS, Section 617.7 (e) of the State Environmental Quality Review (SEQR) Regulations provides for the Lead Agency, at its discretion, to Amend the Environmental Record, to make a new Determination of Significance and, if deemed appropriate, Amend the Negative Declaration that has been issued; and

WHEREAS, the Town Board has given consideration to the criteria for Determining Significance as set forth in Section 617.7 (c) (1) of the SEQR Regulations and the information contained in Parts I and II of the Amended Full Environmental Assessment Form (a part of the Environmental Record for said Action); and

NOW, THEREFORE, BE IT RESOLVED, that the Town Board has reviewed the Amended Environmental Record prepared by the Town Commissioner of Public Works and does hereby accept the Amended Record as being a complete and accurate description of the proposed Highway Garage Project to be approved by the Town Board; and

BE IT FURTHER RESOLVED, that the Town Board has reasonably concluded the following impacts are expected to result from the proposed Action, when compared against the criteria in Section 617.7 (c):

- (i) there will not be: A substantial adverse change in existing air quality, ground or surface water quality or quantity, traffic noise levels; a substantial increase in solid waste production; a substantial increase in potential for erosion, flooding, leaching or drainage problems;
- (ii) there will not be large quantities of vegetation or fauna removed from the site or destroyed as the result of the proposed action; there will not be substantial interference with the movement of any resident or migratory fish or wildlife species as the result of the proposed action; there will not be a significant impact upon habitat areas on the site; there are no known threatened or endangered species of animal or plant, or the habitat of such species; or, are there any other significant adverse impacts to natural resources on the site;
- (iii) there are no known Critical Environmental Area(s) on the site which will be impaired as the result of the proposed action;
- (iv) the overall density of the site is consistent with the Town's Comprehensive Plan land use recommendations;
- (v) there are no known important historical, archeological, architectural, or aesthetic resources on the site, or will the proposed action impair the existing community or neighborhood character;
- (vi) there will not be a major change in the use of either the quantity or type of energy resulting from the proposed action;
- (vii) there will not be any hazard created to human health;
- (viii) there will not be a substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses;
- (ix) there will not be a large number of persons attracted to the site for more than a few days when compared to the number of persons who would come to such a place absent the action;
- (x) there will not be created a material demand for other actions that would result in one of the above consequences;

- (xi) there will not be changes in two or more of the elements of the environment that when considered together result in a substantial adverse impact;
- (xii) there are not two or more related actions which would have a significant impact on the environment.

BE IT FURTHER RESOLVED, that based upon the information and analysis above and the supporting documentation referenced above, the proposed action WILL NOT result in any significant adverse environmental impacts; and

BE IT FURTHER RESOLVED, that the Town Board does hereby make an Amended Determination of Non-Significance upon said Action and directs the Town Supervisor to sign and date the Amended Environmental Assessment Form and to file copies thereof as provided for under the SEQR Regulations; and

BE IT FINALLY RESOLVED, that the Town Board does hereby direct the Town Commissioner of Public Works to prepare an Amended Negative Declaration Form for Town Board acceptance in accordance with the provisions contained in Part 617.7 (e) of the SEQR Regulations.

UNANIMOUSLY APPROVED

RESOLUTION #151 RE: Amended Determination of Significance and Negative Declaration Notification for the proposed Town Highway Garage Project

OFFERED BY: Councilwoman DiFlorio SECONDED BY: Councilwoman Ignatowski

WHEREAS, the Town of Chili Town Board (hereinafter referred to as Town Board) is the designated Lead Agency for the proposed acquisition and Highway Garage Project (hereinafter referred to as Action); and

WHEREAS, the Town Board did on September 2, 2009 make a Determination of Non-Significance upon said Action; and

WHEREAS, the Town Board did on September 2, 2009 issue a Negative Declaration upon the original Action; and

WHEREAS, said Determination of Non-Significance and Negative Declaration was based upon the Environmental Record that had been prepared upon the original Action; and

WHEREAS, Section 617.7 (e) of the State Environmental Quality Review (SEQR) Regulations provides for the Lead Agency, at its discretion, to Amend a Negative Declaration; and

WHEREAS, the original Environmental Record upon said Action identified the development of the 30 acre site with a total of 50,000 square feet of buildings; and

WHEREAS, it has now been determined that there are changes necessary to the size of three buildings located on the 30 acre site identified in the original Action; and

WHEREAS, the three buildings to be changed include an additional 8,000 square foot expansion to the cold storage building, including for the first time the actual size of the Salt Storage Building of 7,500 square feet and an increase of 3,500 square feet in the Administration Building; and

WHEREAS, said changes have been documented in the Amended Environmental Record for said Action prepared by the Town Commissioner of Public Works, dated March 16, 2011; and

WHEREAS, the Amended Environmental Record for the Action lists the following Buildings to be placed upon the 30 acre site: Administration and Crew Area Building (7,800 square feet); the DPW Vehicle/Equipment Storage Building (27,500 square feet); the Maintenance portion of the DPW Vehicle/Equipment Storage Building (10,000 square feet); the Wash Bay/Covered Storage portion of the DPW Vehicle/Equipment Storage Building (3,500 square feet); Parks Department Vehicle /Equipment Storage area of the DPW Vehicle/Equipment Storage Building (5,250 square feet); a separate Cold Storage Building (8,000 square feet) and the Salt Storage Building (7,500 square feet), for a total building coverage on the 30 acre site of 69,550 square feet, or an increase of 19,550 square feet (or a 28% increase in total building coverage) from that identified in the Original Environmental Record; and

NOW, THEREFORE, BE IT RESOLVED, that the Town Board does hereby determine that there are changes for the proposed Action; that new information has been presented listing the changes; and that the changes in circumstances related to the project were not previously

considered; and

BE IT FURTHER RESOLVED, that the Town Board does hereby accept the Amended Environmental Record for Said Action referenced above herein as being a complete and accurate description of the proposed Highway Garage Project to be approved by said Town Board; and

BE IT FURTHER RESOLVED, that the Town Board, as the designated Lead Agency for this Action has under separate Town Board Resolution determined that an Amendment to the Negative Declaration that was made in accordance with section 617.12 of the SEQR Regulations does contain reference to the original Negative Declaration and does discuss the reasons supporting the amended Determination of Non-Significance; and

BE IT FURTHER RESOLVED, that based upon the Town Board’s review of the Amended Environmental Record, the Town Board does hereby accept the Record as being a complete and accurate description of the proposed Action and the anticipated impacts upon the environment in the Town of Chili, County of Monroe, State of New York; and

BE IT FURTHER RESOLVED, that based upon the Amended Environmental Record the proposed Action WILL NOT result in any significant adverse environmental impacts; and

BE IT FINALLY RESOLVED, that the Town Board does hereby make a Determination of Non-Significance upon the Amended Environmental Record, directs the Town Supervisor to sign and date the Amended Environmental Record, directs the Town Supervisor to sign and publish in the State Environmental Notice Bulletin, the Amended Negative Declaration Form in accordance with the provisions contained in Part 617.1 of the SEQR Regulations.

UNANIMOUSLY APPROVED

RESOLUTION #152 RE: March 16, 2011 Abstract

OFFERED BY: Councilwoman Ignatowski SECONDED BY: Councilwoman Sperr

BE IT RESOLVED to pay vouchers 576-578, 581-586, 590-603, 605, 607, 611, 613-614, 616-618, 624, 627-628, 630, 632-698, 701-717, 719, 726, 736 totaling \$374,280.18 to be paid from the Distribution Account as presented to the Town Board by Richard Brongo, Town Clerk:

General Fund	\$178,077.14
Highway Fund	\$138,169.59
Library Fund	\$ 725.25
H47 2011 Reval Update	\$ 2,500.00
H50 2012 Reval update	\$ 2,500.00
Consolidated Drainage	\$ 372.10
Fire Protection Districts	\$ 32,506.00
Park Place Sidewalk District	\$ 19,430.10
TOTAL	<u>\$374,280.18</u>

UNANIMOUSLY APPROVED

The next regular meeting of the Chili Town Board will be on Wednesday April 13, 2011 at 7:00 p.m. in the Chili Town Hall main meeting room.

The meeting was adjourned at 9:45 p.m.