

CHILI PLANNING BOARD

March 31, 2005

A meeting of the Chili Planning Board was held on March 31, 2005 at the Chili Town Hall, 3333 Chili Avenue, Rochester, New York 14624 at 7:00 p.m. The meeting was called to order by Chairperson Jim Martin.

PRESENT: John Hellaby, Dario Marchioni, Karen Cox, John Nowicki, Ray Bleier, Dennis Schulmerich and Chairperson Jim Martin.

ALSO PRESENT: Keith O'Toole, Assistant Counsel for the Town; Daniel Kress, Director of Planning, Zoning and Development; Larry Nissen, Town Engineer; Dennis Cialini, Conservation Board representative.

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

FOR DISCUSSION:

1. Robert Fallone, Jr., 3173 Chili Avenue, Rochester, New York 14624 to review concept plan for proposed PNOD development known as the Villas of Chili at property located at 741 Paul Road.
2. Perl Development Corp., 1411 Chili Avenue, Rochester, New York 14624 for proposed 87-lot subdivision to be known as Archer Meadows at property located at a portion of 177 Archer Road in R-1-15 zone.

MR. CARUSO: Thank you very much.

I believe it in was in January we appeared before the Planning Board to talk about the Archer Meadows project. The Archer Meadows project came on after we introduced The Fathers House, and that is on the corner of Archer and Paul Road. I know Bob Fallone has been looking to develop the site adjacent to Wegmans in between all this.

It seemed at that time that the Planning Board was really looking for a coordinated review of this entire area in what I -- was called at that night a master plan. So we thought that we would -- to get together with the adjacent developers to look at this area to see if we could answer some of the issues that would go into developing this area.

So that is what we call the Archer Block. I handed out some of the 11 by 17s for some of the Board members to see and to some of the local landowners, which is what we call the Archer Block. It is bounded by Paul Road to the north. This is Wegmans (indicating). Chili Avenue (indicating). This is the railroad track cutting through the parcel (indicating). Then down here (indicating) is Beaver Road and then this is Archer Road right here (indicating).

This is the site that we call the Vistas at the Links (indicating). This is the Zuber farm (indicating). There is Mr. Zuber's residence (indicating). This is the Zuber parcel -- this consists the Archer Meadows project here (indicating). This is The Fathers House. This is the Villas of Chili, the PNOD Bob Fallone is developing (indicating). This is Wegmans (indicating). Here is the Town Hall (indicating).

So that is the lay of the land.

Our applicants are Perl Development, which is -- sponsors of Archer Meadows. Richard Coia, attorney and Armando Capuano. For the Villas of Chili, Bob Fallone, which you all know Bob (Fallone). Bob (Fallone) is here in the back.

What I would like to do is take you through the macroscopic review of the area and then we'll do the individual sites, but first, I would like to sort of fulfill something the Board had asked us for with the development experience, or sort of the development resume associated with the Archer Meadows development.

Armando (Capuano) and Rich (Coia) have extensive experience in land development. You just didn't know it before. They created an acronym for their development company's name on this project, but Rich (Coia) has spent five years as Town Attorney for Planning and Zoning Boards in

Ogden, involved with master planning for different towns.

They both have developments and subdivisions, large and small. They're -- they have Property Manager experience. They own commercial real estate. They're in charge of their own maintenance of their properties, and they have other experiences. They own their own businesses.

Armando (Capuano) is in a mortgage brokering business. So we have the full spectrum of experience with these gentlemen, and we're able to submit that to you. I guess I did want to bring it up and sort of fulfill your request as to who are these gentlemen and what is their development experience.

JOHN NOWICKI: Can I just go back to that slide for a minute? Can I ask a question at this time, Mr. Chairman?

JAMES MARTIN: Yes.

JOHN NOWICKI: I just want to ask a question on that. The last item on the left, 25 years of experience, I don't -- Dawn Building Corporation and where they have built in Chili. Who is that?

MR. COIA: Richard Coia. In Chili, just one at this point at Cherry Blossom off of Attridge Road. And actually, we just purchased two more lots in that subdivision, Union Square Subdivision, and we're pulling two permits within the next week or two weeks.

JOHN NOWICKI: Is that the Roger Brandt the parcel?

MR. COIA: Yes. I don't recall the exact address. It was 13 Cherry Blossom or something like that, but there are two more going in.

DENNIS SCHULMERICH: My understanding from the last time we talked, I was left with the impression that while you may have experience in Chili, you have not built a subdivision of this size. Certainly in Chili. I'm not sure if anywhere.

MR. COIA: That was true.

DENNIS SCHULMERICH: That was true.

JAMES MARTIN: Thank you.

MR. CARUSO: The next slide is one that I tried to present to you in a larger format, but this is the entire blow up this area right here (indicating). With this being the railroad tracks at bottom (indicating). This is the Archer Meadows (indicating). This is overlay of The Fathers House with the sanctuary, their parking (indicating). This is the Villas of Chili, the PNOD with the wetland and the development in and around that (indicating).

And across the street here (indicating), is the existing subdivision -- what is it called? Clayton -- Clay Hill.

Okay. So here is what we did. We're trying to look at this thing macroscopically. What I -- I went through the current zoning in the area. The zoning in the area generally tends to go from commercial at the Wegmans area, to residential which is Clay Hill and the Vistas.

We looked at the key stone parcel, which is the PNOD you just recently approved and it was rezoned at the Town Board level. The reason is that the PNOD is that transition zoning that you were looking for, which has its elements of -- the elements of commercial development along its westerly line, transitions to high density residential to single-family residential here (indicating). The Villas parcel is a key parcel why it was rezoned to PNOD.

But when we look to the south, south of the railroad tracks is Light Industrial. That parcel over here (indicating) where we did the Vistas and golf course, that was Light Industrial also. We rezoned that because it wasn't appropriate. But we still think that the Light Industrial is appropriate, especially in this area here (indicating) with the Case Hoyt being built out by Buckingham and the railroad track here is a physical barrier.

So basically what we did was just generally looked around the area and said are there any recommendations to the zoning change that would benefit the area at this time? We really didn't see one. And if we did, we would be looking at more of a master plan. But we really didn't. So what we're saying is, is that this really isn't a master plan, this work that we're doing here tonight. It is really not master planning. It is really more -- it is really more of a coordinated review of local development. What we're doing when we look at this overall area, is we're assessing the environmental design requirements in the criteria of the Archer Block.

The results is then we'll be minimizing development impacts from the regional to the local areas and then you will be able to address them in design.

So really what we're doing then, if you look at it in a macroscopic view, is we're really looking at these projects through the eyes of a SEQR review. We want to know what is the overall macro impact with respect to these elements. Utilities, transportation, traffic and safety. Drainage. Impact on the adjacent developer or adjacent land users.

By looking at that, and addressing these issues here tonight, it will allow the Planning Board then to do independent reviews on SEQR for each individual site as it comes through. Because I think what you will find, is that some of the things that we're going to do, we'll be looking at development impacts through the corridors and the overall areas.

With respect to the coordination of utilities, we looked all around the entire Archer Block and found that gas and electric is prevalent. Water is prevalent also, so that was good. But we did find that sanitary sewers, we're sort of limited to the north side of the railroad tracks, and the trunk sewer sort of ends here (indicating).

So with that, how do we deal with sewer to the Archer Block? Well, it takes the coordination of the Villas of Chili and the Archer Meadows developers to coordinate how they might extend the sanitary sewer. And we have had two meetings together in which we're looking to together develop a pump station to service this development area. So already we have two of the several developers looking to share some utilities, and we have not engineered it and designed it, but we have started to do that. We're looking at opportunities to benefit each other.

Traffic and transportation safety. Access is -- we have been talking about access all along, but every one of the projects has used some classic 101 transportation and traffic safety design elements.

We're aligning driveways with the Archer Meadows. The Fathers House is aligning here (indicating) with Clay Hill, and also aligning on the north side here (indicating), and the Villas aligns in there (indicating).

Unfortunately, we don't have a connection between these two projects (indicating) because these are non-dedicated roads and these are dedicated roads (indicating).

In order to overcome emergency access, what we have done is we have connected through the project an emergency access that could be plowed and maintained with the sidewalk district that will be created for the pedestrian access through the loop here (indicating), and we have tied that into the Villas project, and -- into their sidewalk and trail system. We have tied their sidewalk and trail system to the sidewalk and trail system that goes around The Fathers House. We have integrated the trail system here for the Archer project (indicating). We have illuminated sidewalks and roadways in the loop, and we have a connection here (indicating).

Within the projects, you can see all of them have used traffic calming techniques. There are two benefits to that. One is they slow traffic down. They control traffic at stop signs, and the other technique then or benefit of that technique is that we eliminate cut-through. Because we were afraid that cut-through would happen through the project over to Wegmans and then back through these projects, trying to avoid the signal light here (indicating).

The other thing that we looked at is, traffic ultimately will be an increase -- will be increased in the area, but it will be phased in. You won't see all -- all 500 lots or all -- or 400 units all come on line at one time. They will come on in a phased fashion, and that way you're able to assess in each phase of construction any sort of traffic impact.

And then finally, we wanted to offer to you tonight, and advise you that we have been talking with the area developers, and that one of the benefits coming out of our efforts then will be -- is we plan to study this corridor here, the Archer and Paul Road corridor, for traffic. That will be a collaborative effort of -- of Archer Meadows and the Villas.

DENNIS SCHULMERICH: When you do that study, does that focus on the traffic flow as a function of the residents, or does that also include the commercial businesses? Wegmans is obviously a critical draw. I mean, will you be looking at the overall traffic flow, not just as a function of living there, but who is traveling in that area?

MR. CARUSO: Well, essentially, we -- we do that by counting the cars that are on the roadways at the times we need to look at them, because they're either going to work or going to Wegmans, so if I count 400 cars there, if I knew what the breakdown was, you can bet that 30 percent were Wegmans and 20 were commuter oriented. To do that Dennis (Schulmerich), we actually studied the roadway at certain times so that we do capture that.

DENNIS SCHULMERICH: It is not population density of the residents. It is actual traffic count?

MR. CARUSO: Yes.

JOHN NOWICKI: Can I further extend this? Do you take into consideration or are you going to take into consideration the projects that are either in some form of redevelopment? For example, the Bausch & Lomb property, or projects that are going to be supposedly down the road like the intermodal transportation facility and the Case Hoyt project, because they're in close proximity to this area, and I think they should be incorporated into your traffic and study.

MR. CARUSO: If we knew what Case Hoyt and Buckingham planned to do over there, we could include it, but if there are no development plans there --

JOHN NOWICKI: You're seeing projects presented on Paul Road now that are obviously going to have an impact on truck traffic. You have the Roger Brandt properties, the Rochester International Commerce Center which is not developed to its full extent. And if the intermodal

goes in, you will have some serious considerations here to think about.

MR. CARUSO: You have to be careful when you do that. I could load all of the traffic up from any development around that could consider coming through this intersection, and the more I add to it, the more potential I will show impact, and then who gets the finger pointed at them?

JOHN NOWICKI: I'm just bringing these out for the record so the people are aware we're thinking about these things.

MR. CARUSO: I can tell you we're not looking to -- we're coming here telling you tonight that we are planning, thinking forward that we're going to study these areas, and we have thought about it, and we're not waiting for you to ask us. We're telling you we have thought about it and we need to do this as part of this whole development. So we're not looking to skirt anything.

But I also have to be realistic about how far we look because I could show very easily an induced impact, and then how would I assess it? How would I --

JOHN NOWICKI: Well, again --

MR. CARUSO: It may be for us to do what we're supposed to do and then share our work with other people.

JOHN NOWICKI: May have to do that.

JAMES MARTIN: You might have to do that, with some of the other entities in looking at development in the area so they could integrate their potential into that study.

MR. CARUSO: I totally agree with that. We also know what we're facing here, because we're not just facing having the County review our work. We also would be facing the State doing our work. Entering into this traffic study, we'll have Monroe County and New York State D.O.T. involved with it.

DENNIS SCHULMERICH: When you do a traffic study like that, do you look at timing so that you have a sense of peak load? For instance, traffic flow when The Fathers House is at peak capacity, and you have got multiple, hundreds of cars coming through in a brief period of time. Is that -- how would you anticipate seeing that in a report?

MR. CARUSO: Well, I don't want to go through too much of it, because I can take up too much of your time on the traffic.

DENNIS SCHULMERICH: Highlight.

MR. CARUSO: But we do look at things with respect to the users' impact on the roadway, so it is time sensitive. So it doesn't make any sense for me to look at The Fathers House impact on a Wednesday morning computer traffic from 7 to 9. They're not there. But we'll look at them on Sunday and Wednesday evenings when there they're 7 to 9 o'clock. We'll look at each of them. That is why we're saying we'll look at the corridor, not just the Paul Road intersection. Okay?

DENNIS SCHULMERICH: Okay.

MR. CARUSO: We could talk about that all night. We could scope it out, is what we could do.

Drainage. Ideally, when we look at the overall area, we would like to be able to say, you know, this site drains from -- sheet drains from Paul Road, all of the way, through the railroad tracks, to Beaver Road, and if that is the case, then we could put all our storm water management areas near Beaver Road, and that would be a simple solution, and it would be easier for guys like Larry (Nissen) and I to design that stuff.

Unfortunately, that is not the case. The site does undulate. There are several different drainage areas in the Archer Block. So what we did when we evaluate that, what are our potential opportunities to create some regional storm water management. We wound up with several, than just one. And then we took that opportunity then to find these regional opportunities, and we created a map. So if you look on one of the maps that you have, you will see some hatched out areas -- you will see some hatched out areas, and those areas show the opportunities for regional storm water management.

Now, those happened to be on the map that you have in front of you. We have an area right here (indicating), off the edge of the Zuber farm. There is an area up in the parcel near The Fathers House. There is a big storm water management potential on the Fallon PNO.

On Wegmans parcel. There are a couple different opportunities. There is an opportunity behind the Town Hall here (indicating). And there are some opportunities right here (indicating) where there is a major crossing.

There are some opportunities along the frontage of the Case Hoyt parcel.

So the reason that we wanted to go through that, is because we wanted some of the local developers that we have been meeting with, showing them this project, and this area as it is being developed, we wanted them to see that their parcel may play a role in having an opportunity to provide some regional storm water management. The benefit is for all of us. They may want to

use that as a benefit to you in whatever they plan to do and say. You know, we think we might implement a storm water management facility here, but I have -- I need two more cars in the front setback, so there's an opportunity for the Board to support me if I can, you know, do some regional stuff because I might have to squeeze two more parking stalls or something to that effect. We wanted to arm some of the local developers in the area with what opportunities their site may bring to do regional storm water management, and then if they know it and you know it, maybe when they come before you and they do offer that, there may be some give with whatever issues they may have.

And I also would like to say then after doing this and going through this, some hard work pays off. Mr. Zuber, who has also been part of this project, we brought the Zuber's in to work with all of the local developers. Mr. Zuber is going to allow us a drainage easement -- we're going -- we're going to obtain a drainage easement, and we have to size the easement yet, but there is an existing pond in this area (indicating), and we're going to expand the size of this area. It is not a developable area because there is a pond there and an easement, and it is a good place to put a regional storm water management area.

It was one of those that was identified in the work that we had presented to you. And here it is, as a result of doing this work, when we do the Archer Meadows project, we're going to create our first storm water regional detention area.

We have a letter from Mr. Zuber's attorney that indicates that they are willing to provide such an easement at such time we get into preliminary design.

So the coordination with the local developers is one where I had an opportunity to meet with Buckingham and Wegmans and Ballantyne. The Zuber family through his professional representatives. Obviously, Bob Fallone has been working with us, in coordinating utilities. And The Fathers House. We have been working with Gordon Weinhart (phonetic) who is also here tonight.

We talked with Wegmans about the opportunity to bring pedestrians over to their store through the Villas, and although Wegmans could not be here tonight, Wegmans did say that they are interested in working with any opportunity that is brought to them. There isn't anything formal for them to review. We already know their position on allowing cars to go between the development, but they said in other developments they have, they do have pedestrians that walk from development onto their sites and if we could do it tactfully on the Villas project, and I'm sure Tom Robinson with EDR representing them tonight can arrange for that in his design. So another good response from one of the local developers that we had.

Now, we have been talking mostly about the Villas and the Archer Meadows projects. I have not talked too much about The Fathers House. We know that when we presented The Fathers House project to you earlier, that they were more futuristic, and I wanted to just to give the Board a little two-minute update on The Fathers House, as Gordon (Weinhart) (phonetic) is here tonight.

The Fathers House is looking to do something possibly in the near future about some improvement to their property. They want to do a traffic and transportation improvement to try to improve their current condition where the people might park along the streets, and we would like to improve their pedestrian crossing in that area. So it won't be too long before you see us back before the Board to show you what we would like to do. We would like to meet with D.O.T. to try to get something like that going and then advise you, do they plan to do anything temporary, or maybe they might start Phase 1 of their project a little bit sooner than what was originally talked about.

So Gordon (Weinhart) (phonetic), did I miss anything on that?

MR. WEINHART: That is fine. We're just -- we're positioned to do whatever we need to do to eliminate the immediate problems that we have with traffic. That is our -- because it is a safety issue, we're well aware of that.

MR. CARUSO: I would like to add as a result of our discussions with Gordon (Weinhart) (phonetic), in letting Gordon (Weinhart) (phonetic) know about the Archer Meadows and Villas project, The Fathers House also said they would like to become involved with some of the studies and share in some of the cost with doing the traffic study and things of that nature. So I mean we really have something good working here. We have all these guys working together, and this is where I think -- what John (Nowicki) was talking about when you pounded your fist down and said we needed to look at this.

I think as a result of this, this is what is coming out. We have shared access. We're sharing utilities. We have traffic studies being shared. Trails are being worked out. And we have a lot of good insight to try to eliminate some of the impact that we're seeing here.

So at this point, I have sort of gone through the macroscopic view in and around the project

areas. What I would like to do is just take a minute and go through the Archer Meadows project, the specifics of it, and then after this, I will invite Tom Robinson up from EDR to go through the Villas, and after he does that, or at any time we can answer questions -- is how we wanted to integrate our presentation to you tonight. Go through the big things, the site specifics and then that would be it for the evening. So five more minutes here.

Okay. On Archer Meadows, the Board had asked us to re-lay out or consider a redesign of the Archer Meadows project. So what we have done is we have looked at how could we improve what we once had. The site is long and slender. It is difficult to do something different with this, but what we did -- but we did make a pretty good attempt. I think John (Nowicki) you will like some of the things you asked us to do.

We do have some traffic calming techniques. We have no access off of Archer Road. What we plan to do to try to give the Board a better aesthetics and curb appeal is we plan to stagger the setbacks of the houses down along the roadway.

If we stagger -- by staggering the houses off the road way, we're going to propose 40, 45 and a 50 foot setback, and instead of trying to do this with the roadway (indicating), John (Nowicki), okay, which would be a plowing difficulty, because you can never see where your edge line is, we decided that we could stagger the homes. This is something that has been done elsewhere in the Town, and it gives you a nice appeal where the homes step in and out as you go down the roadway. You don't have a barracks effect, if you will.

The other thing it does, it extends the backyards. If you remember one of the concerns that came out of the Building Department was that the people were putting additions on their houses or decks, and it would sort of creep up on the back setback. The -- the regular setback or formal setback is 60 feet in there, but that puts the houses back 80 feet from the roadway. With a 40 foot setback and 17 ½ feet to the right-of-way, we almost have 60 feet and 16 foot wide driveways. You can have six cars in the driveway at most minimum setbacks.

So any addition done with a deck would leave 50 plus feet in the rear yards. That was a way to overcome the concern from the Building Department, minimize variances, still allowing keeping cars parked off the street.

Then in -- then we can take the buildings, and they can undulate up and down the roadway to try to break up the curb appeal.

The other thing we have that we talked about earlier, we have sidewalks on the interior loop that are connected up into the next project. We already talked about introducing regional storm water retention.

This project will integrate with the Villas on hopefully doing sanitary sewer services. And we still have maintained then the deeper lots on the south edge near the railroad tracks where we can put adequate buffer, screening and things of that nature.

If we want to waste topsoil and put berms there -- I don't know if we'll do that yet, because I have not seen the contouring of this land, but it allows us space to do that without taking up the whole backyard.

So with that, these are the things that you asked us to look into. We would like to be able to proceed to preliminary design.

KAREN COX: John (Caruso), as far as traffic calming in the Archer Meadows, are there any other -- when you say "traffic calming," I'm not sure what measures besides putting sidewalks in have been taken, or are being looked at.

MR. CARUSO: Well, before the roadway went straight through. What we did is introduced two curves that slow traffic down, and then we introduced a four-way intersection. Whereas, before it was one straight shot all of the way down, came back and tied in there (indicating). It was like a P. So any time you throw the curves in, they slow things down, the intersection. So obviously, we have three -- so we have three bends and a four-way stop.

KAREN COX: What is the Town's view point on traffic humps? Not speed bumps, but --

DANIEL KRESS: Depends on the height and slope, but in general, Mr. Carr would like to see us consider other alternatives because it complicates plowing.

KAREN COX: Those measures are good, but just knowing the way people drive in our subdivision on a real short straight section, they're coming in pedal to the metal that I can see still a concern on the straight section, driving, going around the curve and then stomping on the accelerator.

MR. CARUSO: You only have the section essentially from here to here (indicating), and I can see that, you know -- I can see that as a concern of yours. I don't know how realistically it will develop. A speed hump would solve that. I think it would work.

It is just -- it is what it is. A duck is a duck.

KAREN COX: I don't know if Joe (Carr) can revisit that issue.

JAMES MARTIN: In a conversation we had with Mr. Carr, there may be something acceptable that would mitigate, you know, that speed issue. I think it is worth a discussion with Joe (Carr), because I think he does have some ideas that might be acceptable to him from a plowing perspective. That is obviously his main concern.

MR. CARUSO: Well, I absolutely would visit with Joe (Carr). You know, my next step, if we're allowed to proceed to preliminary design, then I go touch base with all of the people that approve our work and make sure that I get little bits of information and feedback from them before we design. So if Joe (Carr)-- if you know Joe (Carr) has something for us to see, I will definitely go see him.

JOHN NOWICKI: Couple comments if I may. The entrance to the project, with the cul-de-sac off to the right, that seems to add some attractiveness to the project. However, the straight-a-ways, in my opinion, are not acceptable. Karen (Cox) has the idea of the speed bumps. I have seen those in other towns in this county. I have also seen in other towns with full circles. I have seen half-moons developed to slow down these types of things. And I'm sure there are other devices that can be used that are aesthetically pleasing, and maybe you might lose a lot or two, but that may have to happen. I will not sit here and tell you that I will like those straight-a-ways like that. It is not my -- my passion is to see an architectural -- not architectural, but a site development here that is going to be rather attractive, because I don't really know what size homes they will be. I don't know what type of quality construction they will be.

I have a concern about the interconnection between there and the Villas, for safety issues, and others types of things. But in my opinion, I think you will have to really research with Joe Carr some devices to make the roads a little more attractive and safer.

MR. CARUSO: I will.

JAMES MARTIN: I walked the parcel. It is a very difficult parcel to develop. I can understand your problems with it.

MR. CARUSO: Well, you know, I -- I hear what he says, and I hear what everyone says and they say go back and redesign this, and you can spend all afternoon and come up with the same plan. You will design the same plan because you forgot that you had already done that one, trying different things.

It has to turn around at this end (indicating), and it has to come out over there (indicating), and somewhere in between, and -- you know, it is not one of those areas where you can start weaving the roads around, because Mr. Carr will never go for that. I know that.

John (Nowicki), I have heard some of the -- some comments that maybe you can do some eyebrows or something in that, and I have done eyebrows before in Chili. I will go talk with Joe (Carr) about that. If that is what it takes to break this up to your satisfaction, we're not opposed to doing that.

Just sometimes when I do stuff like that and I bring it to, Joe (Carr) he says, "No, I don't want to maintain that."

I will visit with him.

KAREN COX: Maybe somehow the message needs to get from here to Mr. Carr that to -- you know, for this parcel, especially, we -- he needs to think outside the box a little bit.

JOHN NOWICKI: And work with the Planning Board. He has to start to work with the Planning Board.

MR. CARUSO: Joe (Carr) will work with me. You don't have to send something special to him. I will say, "I was directed to come work with you. What can I do on this that would be acceptable," and we'll bring you back --

KAREN COX: They plow the eyebrows in my neighborhood without much trouble.

MR. CARUSO: I know what to do. You don't have to write a special letter.

JAMES MARTIN: We'll hold you to your word.

KAREN COX: Can I say something?

I just -- I did want to thank the developers for taking our concern seriously in starting to look at this in a more coordinated fashion.

This is in my mind -- was more what I had -- what I had in my mind when we asked for it before, so I appreciate that.

MR. CARUSO: Thank you.

JAMES MARTIN: The connection with the Villas, what -- what did you say the width of that was going to be?

MR. CARUSO: Right now, um, what we wanted to do is we wanted to put emergency access so there was another way out of the project. I know it always comes up in discussions.

The probability of them ever being used is slight, but it is still there. Putting a stub to the north on this site is something that we could do, but would it be a stub to nowhere and it becomes a place for people to back up and drop their junk off. It is a privately developed project to the north.

We're struggling how do we connect this private road to a dedicated road. What they came up with is a rather significant trail. We just turned -- what we were going to do is tie our trail into their system, and they came up with a 10 foot wide paved road that at the property line would have removable bollards. We didn't want a crash gate because that is something you do commercially. I got the idea from walking the canal paths. They have the bollards there that are removable if you want to get emergency vehicles down there. It lets people get --

JOHN HELLABY: Who is responsible to maintain that in the winter months?

MR. CARUSO: Great question. Because our question is, we -- we had the same one.

This project would be -- we'll have a sidewalk district. So when the sidewalks were cleaned and plowed off, they would clean this road out. On the dedicated side. On the private side, Mr. Fallone would keep that side plowed out. That is how we would deal with that.

JOHN NOWICKI: I would like to ask a question if I can in regard to that subject. Do you know the patio homes in the Villas of Chili, are they for sale or renters?

MR. CARUSO: The patio homes in the Villas?

JOHN NOWICKI: Yes.

MR. CARUSO: I think they're for rent.

JOHN NOWICKI: Everything's for rent, nothing for sale in there.

MR. CARUSO: I'll let them address that with you in a minute.

JOHN NOWICKI: It is important because I want a connection in the two projects. If there are salable units in the project, I would suggest that we have dedicated roads through both these projects so that we have a flow of traffic, and for safety issues, especially in this subdivision, we need to have fire and emergency vehicles through this area. I will be looking at a connection on dedicated roads through these two projects.

MR. CARUSO: Well, you know, we face that -- that issue with -- I don't think that is the case. John (Nowicki), that was an easy solution. If he was proposing them for sale, it is dedicated road, it was simple. Then we fought with what do we do with the cut-through then, because people will cut through. They will try to avoid that light.

When we determined that they were not for sale and it is a private development, then we had to scratch our heads, how could we get these two areas maintained and keep them maintained. Then I realized that you have to create the sidewalk district, like we did across the street to put the sidewalks in. And now, in maintaining this little stretch of emergency pathway, it is no different than the sidewalk. They just go over and keep that clean.

Then on the other side -- because Bob (Fallone) has the same situation on the north side. He has got just one access point in, but he has all that development. And he would like to have a secondary means of access, too, for emergency use. So he agreed he would maintain his section of it here. That this is how we have to get it done.

KAREN COX: There would be cut-through traffic. I mean, it -- human nature is let's avoid a traffic light, and it would take almost as long to cut through, but there is still going to be that issue. I mean, I'm -- you just know it is going to happen. So which is more of a nuisance?

KAREN COX: That is a rhetorical question.

JOHN NOWICKI: Safety issue is a great issue with me.

KAREN COX: I don't disagree with that at all. But we have to think of the fact, too, that people are going to be cutting through.

MR. COIA: Can I just add to that discussion a little bit? To us, it doesn't matter. If the Planning Board wants a dedicated road through, you get a dedicated road. I think when you're talking about safety, for me, that Wegmans cut-through traffic and possible families living in there is not a good idea. So if you want it this way, it is this way. If you want it with a dedicated road through, it doesn't matter to us. It is what is best for the subdivision, for the safety of the people in the subdivision, I think. But again, that is something for you to decide. Whatever you decide, we can live with.

JOHN HELLABY: Other than the overall phasing of this thing -- I think we're a little too premature to get into that portion of it. So I think -- I'll wait for a few.

MR. CARUSO: Al (Hellaby), the phasing would probably be about three phases. Phase 1 (indicating), Phase 2 (indicating) and the balance would be Phase 3.

JOHN HELLABY: To be 100 percent honest, I would like to see -- I don't know how you can accomplish it, but I would like to see overall phasing of that area. We have half that corner of Chili tore to shreds now, and I can't see something dragging on for ten years over there, and not --

you know, being put back together and properly maintained phase wise and whatnot. So what I am really looking for is overall aspect, not just your portion of it. I want to know how this whole puzzle is coming together in the long run.

Again, I don't need to know tonight, but we need to think about that.

JAMES MARTIN: I would agree.

MR. CARUSO: The next time we see each other, that is a question I can ask, and you know, it might be easy. Fallone wants to start in the fall and so do we. Then The Fathers House is something that we hope to develop over the next 30 days to see where they're going. But that is a reasonable question.

JOHN HELLABY: One other real quick thing, you talk about sidewalk districts. Is there a lighting district?

MR. CARUSO: There will be. A sidewalk district, lighting district and a drainage district.

JOHN NOWICKI: The one area that I really want to talk about -- John (Caruso) has a lot of the technical and engineering. I don't have a problem with the engineering so much because I think that can be accomplished.

But my major concern here is -- on this project is in the long-term, is the comfort that I have to have and I think this Town or this Planning Board needs and the Town needs on a -- on who these builders are on all of these projects and are they going to be present for a long-term, are they here for the short term or are we just going through motions here? That bothers me. I think we need a comfort zone somehow that we have long-term, legitimate, professional people building these projects, whether it is The Fathers House, the subdivision or the Villas. That is my opinion. Thank you.

DENNIS SCHULMERICH: I have to reflect on the same concern. We have got several projects under way in Chili right now that are, to be kind, not going as smoothly as they should.

It doesn't mean that you shouldn't allow someone that wants to get into the business to get into the business, but this is a large project. I don't see any history of performance that suggests to me that I feel good about this, and I'm not sure how to put that in words any other way. If this moves through, you're going to have the formal aspect of the plan, the approval around the plan, but I have got to have a higher level of confidence in the credibility of the builders before I will feel comfortable going with this.

JAMES MARTIN: Do you have any suggestions on how to address this?

DENNIS SCHULMERICH: No. I think I want to take this off line and talk with you folks to get comfortable with it. I think we're seeing more and more of this in Chili where people are coming in there and following the letter of the law and doing what they need to do to get approval and then we see serious non-performance and we're left with substantial holes in the ground or partial buildings built and they move off or go bankrupt or somewhere else to start another business and we're left with what is left over.

MR. CARUSO: We'll have to -- I don't want to address that here tonight, but I think honestly, Dennis (Schulmerich), you set a set of criteria in front of everybody, they go and meet it and get a permit, it is the American way. I haven't seen anywhere in the SEQR guidelines or laws where it says that the -- the developer's pro forma needs to be evaluated by the Planning Board. Our guys have stepped up, day one and told you the project is funded and they will continue to cooperate with you, but before you make a statement like that, I would like to ask you to come up with some criteria you feel you need to evaluate these gentlemen by on fairness. Because you know what they will do as soon as they get that, they will try to meet it and prove to you guys who they are, which we tried to do tonight. We want to give you another minute, instead of 30 seconds -- I'm trying to do this meeting tonight in less than an hour, but why don't you come up with what you want to see from them and we'll try to give it to you.

DENNIS SCHULMERICH: I didn't feel it would be fair if I didn't reflect this concern tonight and had you walk out tonight and thought you heard everything you need around the site plan. You have every right to expect we should tell you we have other criteria. I don't know what the criteria are. I don't know how we can put them on paper at this point, but it is a conversation we need to have. We need to be fair to the developer, as well, in how to present that.

MR. COIA: I want to help if I can. I agree with John (Caruso) in what he said as far as what the code and the laws require, but that is not the approach we have taken.

Currently, my partner has a 21-lot subdivision in the Town of Parma. We'll provide you with the address. The roads are in. This is going to be phased in about 25 to 30 lot phases. It is not different than what he has done right now, and the roads are in, right?

MR. CAPUANO: Right.

MR. COIA: The roads will be dedicated any day now.

I have been doing this since I was ten years old. I'm 48. I have been working on construction for 38 years. I know how to build a house. We have built many. And I have got a collage of a few of them we have done recently. We're doing two more in Chili. I don't know if you're talking about house construction or land development.

DENNIS SCHULMERICH: Both.

MR. COIA: If it is house construction, I can buy any lot in the Town of Chili and pull permits, which I am doing. I ask you to talk to your Building Department. For the limited amount we have done in Chili, you have not had a complaint and you won't have a complaint on the next two. You can bet on that, as this project is going forward.

I build with my brother, the Dawn Building Corporation. He has been in it longer than I am and he is continuing that. Obviously, I have had sometime away from it as I attended law school and practiced law, but I have been involved in the business right along. He has more experience. He is part of it, as well. When it comes to constructing a home, if you construct dozens of them, you can construct dozens more.

As far as developing planned, if you're developing 30 lots at a time -- and we have just done that -- you can do that.

What is the other question? Do you have the wherewithal to do it? I'm not willing, and I don't want my partner to bear financial statements before the Planning Board. What I would offer, if -- these are ideas I'm giving you so when you give us the criteria back, these are things we can think about. John (Caruso) is projecting construction costs now. We know the land cost. We have projection of -- construction, engineering, and so on.

We have our financial statements which our CPAs are well aware of. They see them obviously every year. Look at the land cost, the construction cost, the engineering cost, the phasing, et cetera, and provide you opinions without doing numbers -- without doing our numbers. You will have the specific numbers of the cost of the site. And they'll say that these gentlemen can do this. And I assure you, as I stand before you, that that is the case.

Lastly, I just want to add one more point. We didn't hire John (Caruso) to come in and make this presentation and head out the door. We have hired him for the construction phase, as well. Passero Engineering is a premier engineering outfit in this community. They are retained and we can provide you with documentation to that effect. Through the construction of this project. So it is not just two guys, you know, having -- we have different jobs, coming out to see who is laying pipe. That is not how it is going to be. Our engineering firm is with us start to finish. Right?

MR. CARUSO: Thanks.

MR. COIA: We can provide that.

DENNIS SCHULMERICH: I appreciate that.

MR. CARUSO: Good conversation.

JOHN NOWICKI: Engineering part is good. We know the engineering is good.

JAMES MARTIN: Thank you. Thank you for your comments.

DARIO MARCHIONI: How are you going to treat the back of these houses that are backing to the railroad tracks there, along the railroad? The vibrations, the noise from the railroad.

Also, the railroad crossing, when it is down, backed up with the cars, in blocking this entrance there -- now you see the cars way beyond the Clay Hill entrance. Did you ever look at --

MR. CARUSO: One of the things we'll look at is possibly putting a stop bar on -- on the south side so that cars can pull in and out, you know, going northbound so they wouldn't really block. You know, coming in, you can't avoid it, but, you know, that is one way to do it.

It is -- it is -- it is not any different than what we have on the other side of the street, I guess, in some aspect.

DARIO MARCHIONI: They will have a problem there with the cars backing up.

MR. CARUSO: I would imagine they do at certain times, but we have to live with it. How do we make it better? We illuminate the section with a light. We have a stop bar here so the cars don't back up here (indicating).

DARIO MARCHIONI: You will have to intersect those two others exactly opposite each other?

KAREN COX: That makes better sense.

MR. CARUSO: You know what, going over here, it (indicating) there's a peak in the hill, and we want -- there is a knob in that hill. That is why I didn't want to put some -- the lots here (indicating).

You know, there is a golden carrot with this -- a project like this. A lot of these developers, especially with what they have across the street, this is the first thing they want to do, is make

Phase 1. Karen (Cox) I can go like this, put 1, 2, 3, 4, and I can put all these road frontage lots that tie into the sewer, no grading, all lateral connections and these guys have six, seven lots up front matching the ones across the street. We didn't do that.

We took and did an interior access point from them. And, you know, that -- we had to overcome the greed on that, okay? We did. We did. Just to do a better project.

But we're going to live with this situation no matter what and they do across the street. We'll try to make it a little better than we can, but I will be honest with you, it is what it is.

DARIO MARCHIONI: All along the railroad tracks, all of the houses backing up to the railroad tracks, you will have noise, vibrations from the trains. I live up the hill. When a train goes through, I can hear the vibrations from my house.

MR. CARUSO: What we have tried to do in the layout of the subdivision, we have tried to split the depth of the lots where it was a little tighter this way, a little longer in the middle so we have the backyard effect, and these were the deepest lots with plantings. We need to -- to try to maintain the existing vegetation there. If we wanted to wipe that out and put some berms in, you know, I have to imagine that this piece of land, being farmed all those years, is going to have -- going to have more than your normal 6 inches of topsoil. We might have 10 inches. So if we see we have piles and piles and yards and yards of topsoil, that might be an opportunity to get rid of it. There are other things they can do during construction. This is something we have done on residential projects on the Home Expose I did in the city along the express ways. And along the back walls of the buildings, you can double drywall and make them sound deadening. It works like you wouldn't believe. It cuts the noise down significantly. It creates a heck of a problem with the windows because they're a half inch off, but if you know that going in, you can deal with it.

JOHN NOWICKI: That brings up the point, Dario (Marchioni), I was going to ask Dan Kress or the Building Department to look into that factor about six-inch walls, windows, whether they're double or triple glazed, noise reduction efforts on those walls, on those buildings.

Again, that is going to be the quality of that house. If this moves forward, that is going to be an issue that I am glad you brought out.

MR. CARUSO: It is something that you would have seen anyway that would be proposed, but it is a good thing to be brought up and we'll address it again.

KAREN COX: If anything, it is a selling point for the builder, because you -- you can't tell me that homeowner who is -- who would be out there looking at homes wouldn't realize there is a pretty heavily used railroad track out there. They would have to come in with their eyes wide open.

MR. CARUSO: We were having the same conversation with the Vistas. We had the same discussion with the town homes along that way. We offset them a little bit by using the golf course.

But Ray (Bleier), remembering way back when, we said the same thing about the Clay Hill project, and those were the first homes sold and we laughed about it. So I understand what you're saying. Here is an opportunity whereby design I'm making the lots deeper than what they did over at Clay Hill. And we're already talking about architectural improvements to offset that. So we have to do the best we can.

JAMES MARTIN: I think, you know, fortuitously when I was walking the property on the far north edge by The Fathers property line and a train came through, and the ground was definitely, you know, vibrating, and it was very, very noisy, so anything that can be done from a marketing standpoint, it will benefit the developers to mitigate that nuisance, because my understanding is that the train traffic on that line is going to increase over the next year or so. And so there are going to be more trains going through there on a daily basis. Just something that should be thought about.

MR. CARUSO: Did you also know that the train elevation went down near this end (indicating), that it was almost -- the railroad.

JAMES MARTIN: Yes. But I can see it.

MR. CARUSO: Then it comes up to grade level.

JAMES MARTIN: On that point also, along the property line, between The Fathers House and this development, there are several huge old oak trees on that -- that edge, between the two pieces of property. I would hope that there is provision to preserve as many or all of those trees as possible, because I mean there are some very, very large oaks in that hedge row between the two properties.

MR. CARUSO: I will look at that.

JAMES MARTIN: Whether we need to put a conservation easement or something in there, but clearly, I would love to see those preserved.

MR. CARUSO: I thought those were more here (indicating).

JAMES MARTIN: They go quite a ways along the property line.

MR. CARUSO: I will look for them. Fair enough.

DARIO MARCHIONI: You mentioned drainage, and you went through different aspects of these three developments that are you presenting. Did you also look south -- south of the other vacant land, to the south of this property?

MR. CARUSO: Um --

DARIO MARCHIONI: On the full development, how it is impacted, the drainage and also how it affects property owners south of there, for example, the Johnson's property? We have a list of complaints that they have presented to us about drainage of their property. Did you look at --

MR. CARUSO: Yes, I did. If you like, I will -- Dario (Marchioni), on this slide, it shows everything right down to Beaver Road. And the -- the storm water detention area that we're proposing with the Archer Meadows project picks up water from Bill Howard's Vistas. It also picks up water from Clay Hill and from the Archer Meadows. So we have one, two, three projects that would go in that pond. I think currently, I remember -- I don't know the gentleman, but I think it was Mr. Johnson, but I think what he complained was that water coming off the site would go through this ditch, cross underneath in front of Mr. Jim Lepore's who is just doing his residence here (indicating), and there is the church (indicating). And there is a ditch between the two properties, and I think he was seeing muddy water come off that.

What we propose to do is instead of letting the water go into the ditch, it would go into the regional detention popped. The storm water management facility is designed with different levels of flooring, if you will, and water such as that can settle out. Don't forget, they still have their own ponds on their parcel.

So -- so you will see -- you shake your head no. Already it doesn't work.

But what you're -- but what we're going to have is a storm water management facility here that will help that situation for storm water quality. Quantity is already resolved.

JOHN NOWICKI: You show another storm water detention area down here -- is that on Mr. Glazer's property?

MR. CARUSO: Dario (Marchioni) asked me specifically have we looked south of Beaver Road, and I didn't because, you know, most of the storm water management areas were proposed in here (indicating) because the creek is here (indicating). This is the creek right here (indicating).

So the potential to put in this area and over here (indicating), in there (indicating) are all where -- the points where they cross under the road. Then right there is -- is the creek. So I have not looked at constructing them on this property (indicating) because it seems this would be the place to collect them.

JOHN NOWICKI: A couple things have to happen here. Either from a Building Department or Highway Department, meeting with Mr. Johnson, or you meet with Mr. Johnson and find out what exactly are the problems he is trying to identify and we take a look at those down the road.

LARRY NISSEN: Excuse me, John (Nowicki). We have looked at that situation. We have provided a letter to Tracy (Logel), and to Mr. Johnson, as well. We have already -- we have been out there a number of times.

MR. JOHNSON: Do you mind if I make a comment?

JAMES MARTIN: When we have a public comment.

Larry (Nissen), you have investigated the situation; is that correct?

LARRY NISSEN: Yes.

JOHN NOWICKI: Is there a chance of getting a copy of that letter?

LARRY NISSEN: Sure.

JOHN NOWICKI: I would like a copy of that letter.

KAREN COX: I would, too.

JAMES MARTIN: Given that that exists, it might be worthwhile to spend some time personally with the Johnsons and go through the details of that to make sure we're all on the same page.

DARIO MARCHIONI: Did you look at the -- the property south of the railroad track, potentially how many more homes would be built there, looking in the future?

MR. CARUSO: This piece here (indicating)?

DARIO MARCHIONI: The rest of the Zubers property. I understand it is for sale.

MR. CARUSO: Yes. It is zoned Light Industrial.

DARIO MARCHIONI: Is that going to be Light Industrial in the future?

MR. CARUSO: I don't know. What is your concern, it might be developed residential?

DARIO MARCHIONI: I'm concerned whatever development comes in place, how will it impact the property south of Beaver Road. That is my concern.

MR. CARUSO: All I can tell you with respect to drainage is that one of the other storm water management areas that I identified as being, you know, logically placed was right here (indicating) where this parcel drains through right before it goes underneath the road to the Jehovah property. So the next logical place to put one of the storm water management areas would be right here (indicating), right before it crosses underneath the culvert. If you go there now, the ground is just a little wet, and that is the low area, so that is where --

DARIO MARCHIONI: I do foresee Light Industrial, a lot of blacktop and a lot of roofs in that area, and I can see a lot of drainage problems.

JOHN NOWICKI: Don't you think this is an area here that based on the meeting we had last night, that this could become part of our vision?

DARIO MARCHIONI: I think so.

JOHN NOWICKI: I think that would be an excellent area to look at for consideration as far as the future vision of Chili goes.

KAREN COX: Good point.

JOHN NOWICKI: One area that caught my attention here as you gentlemen were talking is with the number of homes in this area, and The Fathers project -- The Fathers House project I'm not concerned about, but the Villas and this one, the number of people in there, you will have a need for recreational facilities. And I think there should be some thought and consideration with the Town, working with the Town fathers, of how either you get access across these properties to the Town recreational facilities that exist over there, or we find it was to -- because there is a tremendous need in there for recreational activity, and how we get the young people over to these facilities should be taken into consideration. That is maybe something you might want to talk to the Town fathers about.

LARRY NISSEN: I would like to -- I agree with John Nowicki on the issue of traffic flow. I think as a part of traffic study, there should be a link between the two -- between the Villas and Archer Meadows should be investigated. I would recommend a dedicated roadway through at least a portion of the Villas.

I think that the issue of cut-through traffic is not valid, in my opinion. The way it is set up now, what we're doing is forcing all of the traffic from these new developments out onto Archer Road and Paul Road, and we're impacting those residents with greater traffic flows. There is no mitigation for them. It seems to me that by providing a network of roadways through that area, that we could relieve congestion on Paul and Archer Road and help mitigate traffic flow for the Paul and Archer Road residents.

I think John (Caruso) has done a good job with coordinating utilities. The sanitary sewer, I hope that goes for the water as well, the water supply. I think looping the mains between the two subdivisions would be advantageous and I also applaud his efforts for the new regional pond. I think that will do -- I think that will be an increased benefit to the residents.

It is my understanding -- John (Caruso), is there a detention at Clay Hill?

MR. CARUSO: I don't think so.

LARRY NISSEN: I don't think so, either. So a lot of the excess water coming down through there comes from Clay Hill, so that will probably help that situation.

JAMES MARTIN: There is a large culvert that comes under Archer Road by the railroad tracks from Clay Hill.

MR. CARUSO: That is the one that -- the concrete gutter.

DENNIS CIALINI: The Conservation Board is looking forward to getting the landscape plan submission checklist and we are concerned about some of the stands of pine and hardwood that are on the property.

JAMES MARTIN: Going back to a point that we talked about earlier, I still feel fairly strongly, John (Caruso), that -- I applaud the traffic study that is going to be done. I think that is a key element to perhaps at least improving the situation, but I really feel that somehow we should get an integration of some of the other plans that are going to be going into place on the Paul Road corridor, and even if they don't know exact counts or don't have all their facts and figures, they might have some idea what potential is.

I mean clearly, you know, we have had some discussions about this, and everybody is concerned about truck traffic, cutting over to 490, those types of things. So I think it would just be helpful and beneficial for the Planning Board to have some better understanding what the future impact might be.

You will have your definites. Will -- how will you do the left and right-turners, like a

normal traffic study, or just a count? Do you know what you will do at this point? Have you designed a study?

MR. CARUSO: I know what the scope of work will be. We'll look at the regional intersections. We'll do fresh traffic counts on them, and we're going to project the traffic from the development on them. And if there is -- you know, the traffic study is -- you know, you use what you propose as -- to develop your traffic and you put that on top of the existing traffic. But it really can, at times, be looked at at -- you can add another 50 or 100 cars to -- let's see, we did the analysis and under Phase 1 of each of the development, we saw that the intersections locally are fine, but they may need to be looked at in Phase 2 or 3. Sometimes we'll look at what I will call a sensitivity analysis, and Brian (Donnell) knows this as well because I have him do it. Throw another 50 cars on there. Tell me when the intersection fails. If 50 or 100 cars are added, equates back to 75 homes. I know at what point do we need to -- you see what I mean?

I might be able to do that or integrate that into our report so I can answer your question. Because I think you're hungry for how do they impact us. Maybe I can do our thing, and then get some information from Roger (Brandt) and throw some of his stuff on and give you an idea of it. We can play with it. You can intermix a little more than you want.

JOHN NOWICKI: You scared me when you said six cars per driveway.

KAREN COX: For a party.

MR. CARUSO: I am sensitive to the fact there are other new developments in the Town where people park on the roads because the driveways aren't wide enough. I wasn't going to come in there and --

KAREN COX: That's ours.

MR. CARUSO: The parties are at Karen's house.

So I'm trying to answer everybody's questions I have heard from over two months of us doing this.

What I want to do is -- barring major comments that I heard last time, most of the things I have heard here are things that we can integrate into design. You know, meeting with Joe Carr and trying to, you know, further slow traffic down is one of your concerns, but I think we have a general layout of this property that, you know, we would like to move ahead into preliminary site design.

We have topo to do on 40 acres of land, and we have preliminary design drawings. This stuff takes six weeks to do, and whether we pull the lot out or not, or -- or designed an eyebrow in is not really an issue in a preliminary design stage, so we know where our drainage is going. We know where our sewage is going. We know where we're doing a traffic study. We have looked at the whole community and we have now looked inside our own project and we have integrated with everyone else. We would like to move to preliminary design.

JOHN NOWICKI: I don't know whether the other Board members agree or not, we have to listen to the Villas presentation because of the connection we're looking for for the two projects.

MR. CARUSO: That connection is this long (indicating) on the drawing. It takes about ten minutes to make.

JOHN NOWICKI: Again, it -- you have issues there before you that you have to look at. Some pretty serious issues, I think. And I'm not comfortable going to preliminary. I would rather see sketch plan coming back here incorporating the things we have discussed tonight, and after you have met with Joe Carr and you have a serious conversation with him and he understands how serious the Board is on the road issues -- I think that is how I feel about it. The rest of the Board members, it is up to them. I'm not comfortable going to preliminary.

JAMES MARTIN: If the Villas is going to be all rental and private, you know, I still think we have an issue to deal with there as to how we would resolve that interface.

So I -- it is not clear-cut to me yet how we'll do that.

JOHN HELLABY: How close are you actually on this agreement with the sanitary sewer pump station? Is that a done deal or do we still have issues there? My question leads up to if this falls apart in the 11th hour, what is the back-up plan?

MR. CARUSO: We plan to put a pump station in to service our parcel. We're looking to coordinate with them. Instead of two, we thought we could do one and share in the cost. So it is not going to stop us from developing our property. We're both going to benefit from splitting the cost instead of putting in each our own individuals. So I think there is a good probability it could occur. But the good news with respect to phasing, it doesn't come into Phase 3 and doesn't come into their later phasing either. So it doesn't affect the primary first phases of the project. It comes down to how do we service sanitary sewers for Phase 3. On both our projects. So it is really a later issue. But we're planning for it now because these gentlemen use it in their pro formas.

JAMES MARTIN: What is next?

MR. CARUSO: I will introduce Tom Robinson from EDR. He will go through the Villas of Chili.

MR. ROBINSON: I'm Tom Robinson, from Environmental Design and Research in Rochester, EDR. Very pleased to be here tonight and working with John (Caruso). It is great to coordinate projects. I think it is good for the projects themselves. It is good for the Town. It gives us a chance to achieve some balance in development.

Quick back-up or history. We have been here before. I think it was about a year ago that they came with a plan, preliminary plan. Since then, we have had commentate from the Town Planning Board, and the Zoning Board of Appeals, and they have -- all this feedback has been integrated into the plan we're looking at now.

Paul Road is on this side (indicating), so on this -- in this version we have north to the right. Wegmans is up above just off the picture. This site is approximately 37 acres. The defining natural feature is the wetland corridor that really bisects the parcel, running right through the middle of it.

EDR is environmental scientists, landscaping, architects, civil engineers and surveyors. We tend to get involved in projects with specific challenges with environmental features or historical features. That is why Bob (Fallone) approached us and together we have been developing the site plan that addresses the PNOD, the Planned Neighborhood Overlay Development trying to achieve mixed use, balanced appropriate uses in the Town of Chili. The key factors are transitions from existing features and off-site features. There are single-family residences on the other side of Paul Road.

We're establishing an edge of senior living units which are two and four units, single-story buildings, residential scale, residential detail, something that will make an appropriate transition with the context across Paul Road.

Up top we have got Wegmans, established commercial zone.

These buildings here (indicating) are mixed use, small scale retail commercial office with loft apartments up above. So a mixed use, commercial and residential use.

Wrapping around the back of the property are the patio homes which are all single-family units, one-story, with attached garages.

The wetland itself has been delineated, approximately seven acres. We have widdled down our impacts to about .75 acres at this point. We are planning on -- on-site mitigation.

Cross-section through the site helps you see some of these relationships and how we're trying to achieve some of these connections. Paul Road is over here on the right (indicating). There is a fairly significant swale with mature vegetation existing. We'll try to maintain as much of that as we can to provide a naturalized buffer.

This zone here (indicating) shows the scale of the senior living units.

Another naturalized buffer separates them from the next zone of housing and the access road. There is one more block of senior living units here (indicating), and then you move into the patio homes down here (indicating).

This open space area that you see on the cross-section (indicating) would be the existing wetland. We have made great efforts to minimize disturbances there as well as utilize it as a natural feature for this project. It is a beautiful natural area. We want to bring it in, bring it out and make it part of this development and let people have interaction with it.

Little more detail of a cross-section through the mixed use commercial zone. This will also help show how we'll handle storm water management on the site. This is a scheme EDR has done before where we go in and identify lower elevations of the existing wetlands and actually sculpt. naturalized excavation, adjacent to the wetlands. Not inside it, but adjacent to it. We use these to create storm water management areas both for quality and quantity, addressing Phase 2 storm water regulations. So you have some open water area and some vegetated zone around it which can achieve the mitigation we need on site.

This is an example of a project where this was done. This is DeWitt, New York, Glacier Creek Office Park.

It is pretty clean. These are vegetated, existing wetlands on side. Then the storm water management areas are designed in this organic fashion. Visually they're contiguous. You can't tell where one begins and one ends, but the Corps of Engineers accepts them because you're not excavating or making impact on the existing wetlands. You're using the natural system as a landscape feature trying to work off that to fulfill your functional needs on the site.

We're suggesting a trail system through the existing wetland. This will link different parts of the site and also lead to some of the other trail systems that John (Caruso) was talking about

earlier.

The Fathers House shows a nice perimeter trail system proposed around that, and the sidewalks proposed in their development, and we're just doing everything we can to pull all this together, to make one integrated walkable system for the community.

Just a sketch of one of the patio home clusters, and again, I guess we're trying to address, if you're familiar with some of the new urbanesque principles, where you make a close knit community, a neighborhood, rather than just independent houses. Everything is walkable. The colored zone here (indicating) illustrates how the private space of these homes just flows into the existing wetland, so that really is this natural system here feels like it is part of the shared space of these houses.

We're working with ALA Architects locally. These are not finished architectural sketches, but we're trying to define the character of this development. Mr. Fallone is really driving, striving for a high character mixed use development. This is just trying to show the diversity of the architecture, the level of the detail and some suggestions of the materials. That is a rendering of -- proposal for the character of some of the mixed use buildings that would be in that mixed use commercial district. Offices, possibly specialty retail on the ground floor, and then loft apartments up above.

Just a local example of a similar development. Monroe Avenue. Some local engineer on this one, wasn't it, John (Caruso)?

But again, it is -- it is diversity. It is detail, and character for the development.

The road system is essentially an articulated loop system. We have tried to define that so it will create character in a site. It will bring down the driving speeds. We have always found that the circulation system really does define the character of the development, so we're working with that.

The -- hard to see here, but our proposed connection into Archer Meadows goes right through here (indicating). As John (Caruso) mentioned right now, it is really just an expansion of our trail system. 10 or 12 foot wide, hard surface, appropriate fire lane material, but it would feel more like a pedestrian trail more than somebody would want to drive through, closed off with removable bollards.

That is the Villas of Chili in a nutshell. I can give you more detailed information, answer your questions to the best of my ability, but hopefully that portrays the character of the project and the feasibility of it and how it will link with the macroscopic scale that John (Caruso) described to you.

DARIO MARCHIONI: Can you tell us more about the commercial part, what is happening on the commercial section of it?

MR. ROBINSON: Yes, I can. This is the commercial edge right here (indicating). With Wegmans up above. And again, we would love to see pedestrian connection to the Wegmans property. We can almost guarantee that that will evolve on its own, whether we establish it or not, so we would like to be preemptive and get a good design there.

The largest building is this one right here (indicating). Right now we're showing a 10,000 square foot footprint. That is the maximum allowable under the PNOD. We don't have a tenant or design lined up for that. It is really just establishing the maximum allowable envelope. That is the biggest building. These other ones are a 9600 square foot footprint and 7200 respectively.

All of them share that scenario of the entry-level commercial, apartments up above, and where topography allows, there is essentially a partial walk-out basement.

Here you can see the parking level, where you would enter into commercial. Residential would be above (indicating). There would be a walk down level below, because the topography suggests this is a good building height here (indicating).

He would take advantage of the open water areas with decks. If there needs to be a café or coffee shop, that is there. This building up here (indicating) I neglected to mention will also contain a fitness center, community fitness center, a year-round recreational facility for the residents of the development.

DARIO MARCHIONI: In phasing this, how is this going to all --

MR. ROBINSON: Well, right now, our scenario is to really build it out in one big shot. That would be the preferred alternative, and that is what Mr. Fallone is working with.

I would say that is open to development, at this point. I don't think we have nailed it down, but our goal here is to build it essentially as one phase.

DARIO MARCHIONI: The commercial would be consecutive with the --

MR. ROBINSON: Yes.

DARIO MARCHIONI: -- with the residential?

MR. ROBINSON: Correct. Develop the whole site as an integrated whole and do the process at one time.

DARIO MARCHIONI: What is the span of time? A year, two, three? What is proposed for your vision?

MR. ROBINSON: Um, maybe a three-year build-out, to totally finish what we see on this plan.

DENNIS SCHULMERICH: I'm assuming based on the way we're looking at it, all rental units at this point?

MR. ROBINSON: That is what we're thinking about. There were a couple reasons for that. They became more clear after we started to talk to John (Caruso) about Archer Meadows. With their units for sale, it seems to be more complimentary if these were rental units. Bob Fallone has a lot of experience managing these types of properties, and that was his initial inclination, to do these as rental properties.

DENNIS SCHULMERICH: When you look at the duplexes, patio homes, what is the estimated square footage of the -- per unit?

MR. ROBINSON: Patio homes are 1200 square feet.

DENNIS SCHULMERICH: From the perspective of emergency access, the conversation earlier about having either a path or -- where would that end up in the diagram?

MR. ROBINSON: We're right up here. (indicating). So this spur driveway right here (indicating), would accommodate that section down into Archer Meadows.

MR. CARUSO: Can you see the dark line? There is a dark line that is the trail.

DENNIS SCHULMERICH: Right in there.

MR. CARUSO: We coordinated that so he could have that one driveway and bring a spur off and tie in.

DENNIS SCHULMERICH: The conversation earlier with the dedicated road, the way you have this looped, there is no way to make this -- a portion dedicated. It is all dedicated or none.

MR. ROBINSON: From a design point of view, I don't think that is impossible. Coming to this meeting that was not our proposal, but we're hearing what is being said here, and we can look at it.

MR. CARUSO: One of the problems it creates, it throws us into setback variance city. That is the problem with that.

JOHN NOWICKI: Subject to variances from the Zoning Board. Is that what you're saying?

MR. CARUSO: Yes. That is just -- you know.

JOHN NOWICKI: Quickly looking at the map you have Stal-Mar Circle that could tie into that, loop back around. Not the whole thing, but that strip could be dedicated. There are possibilities.

MR. CARUSO: It is not that we haven't looked at it. We did look at it, and because -- and because it is private, we decided that we would come up with a way that we proposed it. It doesn't mean we couldn't change it, but -- so we have looked at all of the different pros and cons. If it is connected, there could be cut-through. If there isn't, how do we maintain it?

JOHN NOWICKI: Cut through, I agree with Larry (Nissen). I don't think that is a concern. I think access, two points of access for safety vehicles in and out is very important. The connection to Archer Meadows is extremely important. That is how I feel. You have to look at it.

DENNIS SCHULMERICH: You made a smooth transition.
(Laughter.)

MR. ROBINSON: We can investigate that.

JOHN NOWICKI: I will make the same statements I made before. The engineering, I'm not concerned about. Excellent engineering.

The architectural, I would like more detail than what I have seen before. It looks good. The site concepts that you're talking about seem to be more in tune with the -- today's higher standards. We're looking for better work.

Dedicated road issue, we have talked about that.

I guess I would like to ask a question, are you aware -- is there a marketing study done to encourage this project to move forward, and if so, is -- is that study available to be looked at?

MR. ROBINSON: Um, I know Mr. Fallone has been doing his own investigations. I don't know what is on paper that we could get to you, but I will see if there is something we can document for you.

JOHN NOWICKI: Generally in our codes, correct me if I am wrong, there is a requirement for a marketing study.

The other question is, who is the builder? Who is going to build the entire project? Is this

going to be one builder or sold off in parcels to other builders? What is going to happen here?

MR. ROBINSON: The builders will be Mr. Fallone's father and uncle, who has done a portfolio of projects in Chili.

JOHN NOWICKI: On the record, the Fallone family, father, sons are the builders of this project?

MR. ROBINSON: Correct.

JOHN NOWICKI: On the record?

MR. ROBINSON: Yes.

DARIO MARCHIONI: Uncle?

MR. ROBINSON: Uncle and brother -- Fallone family. Is that detailed enough?

JOHN NOWICKI: It is in the record. I want it on the record who is going to build this thing and be responsible for it, because the overall concept -- I have said this before, I think the overall concept is quite good. I'm just -- again, I'm looking at credentials that this thing gets done right.

MR. ROBINSON: Moving towards execution.

JOHN NOWICKI: Absolutely. The other thing, very interested in your open water wetlands. Will that be available for surface recreation, kayaking, canoeing, that type of thing.

MR. ROBINSON: Honestly, they're not big enough to accommodate that use. They will be a great pedestrian feature.

KAREN COX: They will attract some wildlife.

MR. ROBINSON: There will be great habitat, as well, visual but probably not big enough for boating.

JOHN NOWICKI: Everything is rental?

MR. ROBINSON: Correct.

DARIO MARCHIONI: Who are the principal people?

MR. ROBERT FALLONE: My father and my brothers.

MR. ROBINSON: My mistake.

DARIO MARCHIONI: Just wanted clarification.

JOHN NOWICKI: Father and two sons.

MR. ROBINSON: Correct.

JAMES MARTIN: The review that has been done by Mr. Kress regarding a lot of the sections in the zoning code that apply to this particular development has come up with a list of technical questions that I think we're going to need definite answers to when this comes before us in a more formal manner. I will just -- one example, the number of apartments indicated, I believe there is a loft apartment -- is 91, and the size of each indicated unit is 800 square feet, but the total footage indicated is 50,800, and if we divide that, it comes out to 63, not 91. Those types of issues need to be clarified for the Board because there are several of them here, and I would be more than happy to let you review these directly.

MR. ROBINSON: We can respond to those, sure.

JAMES MARTIN: It was probably too late to get a copy, but we'll provide you with a copy of the Town Engineer's comments regarding his initial assessment, the latest concept plan proposed. I also have one more for you, John (Caruso), okay? So for sure, we're going to want answers to all of these questions. Very definitively, well defined. So all specifications are being met.

MR. ROBINSON: We'll address all of that.

JOHN NOWICKI: You will get them a copy?

JAMES MARTIN: Yes.

JOHN NOWICKI: There are several details I didn't want to get into, but you should be aware of what we're going to be considering. There is a lot of detail here that has been brought out.

MR. ROBINSON: No problem. I will address that.

JOHN HELLABY: I, too, like the overall concept of this project. Again, I do have concerns as to how this whole thing comes together in this entire quadrant. I would be interested also to hear the final drainage details, sewer connections, how all that comes about.

I guess a point more of interest than concern is the wetlands are so big in this area. How do you mitigate stagnant water pools, the smells that are associated with them so often, mosquito haven kind of thing? How does this clean itself or flush itself?

MR. ROBINSON: That is exactly what it does. I would leave the details of it to our ecologists. You have to produce a balanced system that is self-cleaning so it doesn't become a stagnant pool. There are ways to do it. We have a proven history of doing this.

I can certainly give you more technical information on how that is done.

JOHN HELLABY: I guess my concern is, is that area effectively flushing itself now?

MR. ROBINSON: There is an intermittent stream corridor through the center of that wetland area. So the water is moving, and it will continue to do so, and the new areas that we create will -- will really enhance that.

MR. CARUSO: John (Hellaby), all of Stal-Mar, everything up there comes through there. So -- since it is developed, when it rains, it collects rather quickly and it flushes through.

KAREN COX: I just like to say, I share the other -- the other Board members' liking of this layout, this concept, especially when you think about what came before us at first. This is really utilizing what I -- what I understand the PNOD to be, and -- but I -- but again, I do also share the other Board members' concern with the implementation of the project, because it is such a large undertaking to be doing all at once.

DANIEL KRESS: I guess the only comment I will make, at the risk of beating a dead horse is that I certainly agree with the comments the Board members made earlier about the concern about a single point of access for the Archer Meadows project, and I got to tell you in my professional opinion, that goes double for this part of it. I -- I really think some kind of link, whether or not we run the risk of having to deal with a little bit of cut-through traffic, is the bear minimum solution we ought to be looking at here.

DENNIS CIALINI: I like the part where you will be doing the wetland mitigations, and again, we're also looking forward to the landscaping submission and we are concerned also again about the stands of pine and hardwood.

MR. ROBINSON: Okay.

JAMES MARTIN: On behalf of the Board and the Town, I want to thank whoever has been participating in this particular presentation, and the effort that has gone into it. I think this is a great start, and we're looking at things in a much more broader scale than piecemeal basis than we have in the past, and I applaud you for your efforts and hope that the cooperation will continue so we can drive this to a successful conclusion.

The meeting ended at 8:47 p.m.