

CHILI PLANNING BOARD
June 10, 2008

A meeting of the Chili Planning Board was held on June 10, 2008 at the Chili Town Hall, 3333 Chili Avenue, Rochester, New York 14624 at 7:00 p.m. The meeting was called to order by Chairperson James Martin.

PRESENT: George Brinkwart, Karen Cox, John Hellaby, Dario Marchioni, John Nowicki, Jim Powers and Chairperson James Martin.

ALSO PRESENT: Ken Hurley, Town Engineering Representative; Chris Karelus, Building Department Manager; David Lindsay, Commissioner of Public Works/Superintendent of Highways; Keith O'Toole, Assistant Counsel for the Town; Pat Tindale, Conservation Board Representative; Fred Trott, Traffic Safety Committee Representative.

JAMES MARTIN: I have an administrative announcement to make before we proceed. There will be no public hearings tonight. So if anybody is here for a public hearing regarding the Comunale application, the Caparco application or the Microtel application, they will not be heard tonight.

There was a technical error at the Gates-Chili Post. Our legal notice did not get posted in time for this evening. Therefore, those public hearings will be held next week on Tuesday, June 17th at 7:00 p.m.

As far as the agenda tonight, we only have one item on the agenda.

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

PUBLIC HEARINGS:

1. Application of Anthony Comunale, owner; 51 King Road, Churchville, New York 14428 for renewal of conditional use permit to allow an auto repair shop at property located at 51 King Road in L.I. zone.

Application will be heard on 6/17/08.

2. Application of Mark Caparco, 7 Still Meadow Drive, Rochester, New York 14624, property owner: Upstate Properties of Chili; for preliminary site plan approval for a change of use in portion of building to allow a martial arts school at property located at 3313 Chili Avenue in G.B. zone.

Application will be heard on 6/17/08.

3. Application of Indus Real Estate, LLC, 1170 Pittsford Victor Road, Pittsford, New York 14534, property owner: Chili Avenue Associates; for preliminary subdivision approval of one lot into two lots in the Faber Homes Subdivision at property located at 3260 Chili Avenue in G.B. zone.

Application will be heard on 6/17/08.

4. Application of Indus Real Estate, LLC, 1170 Pittsford Victor Road, Pittsford, New York 14534, property owner: Chili Avenue Associates; for conditional use permit to erect a hotel at property located at 3260 Chili Avenue in G.B. zone.

Application will be heard on 6/17/08.

5. Application of Indus Real Estate, LLC, 1170 Pittsford Victor Road, Pittsford, New York 14534, property owner: Chili Avenue Associates; for preliminary site plan approval to erect a three-story 67-room hotel at property located at 3260 Chili Avenue in G.B. zone.

Application will be heard on 6/17/08.

FOR DISCUSSION:

1. Application of Wegmans, owner; P.O. Box 30844, Rochester, New York 14603 for conceptual approval to erect a four-story, 400,000 sq. ft. addition to office building at property located at 249 Fisher Road in G.I. zone.

MR. PIRES: Good evening, Mr. Chairman, members of the Board. My name is Art Pires with Wegmans Food Markets. Thanks for the acceptance of this application. We understand it is conceptual, it is a matter of presenting an overview of the project, not necessarily any specific details in the sense that we have submitted a site preliminary plan package to the Board. You may or may not have received it yet, and we're hoping to appear before this Board on July 8th for that preliminary review and discussion.

So this evening is simply an overview of the project, its location, its relative scale and then to hear from the Board on any questions or comments they may have so we can then take that information, prepare for once again the July 8th preliminary site plan approval project.

At that time, I will also introduce our team of professionals, various engineers and architects. The reason for not presenting tonight is very simple, because we're trying to keep this very simple in the nature of conceptual plan review. However, with that said, a number of them are in the audience listening to what the Board has to say, so you have our full attention both now and through the development of this project and we thank you for that.

The whole purpose of our plan, which is once again as noted and read into the record is a 400,000 square foot addition to our offices located at our Market Street office complex. Now, the Market Street office complex is located off of Chili Avenue with two major driveways coming in.

For the sake of orientation, all -- and notice to the Board and the public, we have these exhibits off to my right which the Board has the same in front of them.

Once again, quick orientation, north is up on both of these plans. We have -- up here is Chili Avenue (indicating). Then the two major driveways are coming in here (indicating), and here (indicating) on the Market Street driveways, Market Street regular and Market Street north over here (indicating).

The -- there might have been a little confusion as far as people reading it's a 2 -- Fisher Road project. It's, in fact, true, that Fisher Road abuts the eastern line of the overall development. And my understanding back in the late '80s when this was rezoned, it was assigned a tax account number with the Fisher Road address. But for point of clarification, the Wegmans Market Street complex which consists of offices, as well as distribution warehouses and a couple other ancillary structures for the complex, the feed is off of Chili Avenue.

The large exhibit over here (indicating) is the existing offices with the parking field off to the east, if we will. For the sake of orienting, north is up here (indicating), here also (indicating).

And off to the left we have the plan with the entire Market Street complex, once again, showing the location on the southeast side of the existing offices, the four-story, 400,000 square feet.

The reason for the 400,000. We're attempting to consolidate; that is, bring Wegmans employees that are currently at existing Wegmans offices either leased or owned for the sake of relieving tight office space working conditions at some of these, and the other is just literally bringing them over to our complex to bring more of our employees in one location and to provide for future growth in the future; therefore, the four stories.

Initially we're anticipating the need for three, but planning for future growth, therefore, we have the fourth story.

Also at the end of this evening, should the Board choose, we would appreciate and ask that the Board start the environmental review process with -- if the Board so chooses to declare itself and make declaration and intent to be lead agency.

The key elements once again for this project is the office expansion to the southeast. We would be constructing a new parking field on the west side of the building. Currently, we have the east side, but initially, as far as construction phasing in order to accommodate the new construction in this area here (indicating), we need to first start construction on the west side of the building which shows again on the exhibit off to the left. That would happen -- assuming all approvals through this Board and all permitting with all regulative agencies, that would happen in the fall of this year or the spring of 2009.

Following that completion, we would start our building construction. The schedule, which is intended at -- the earliest date is spring, summer 2010 opening. A lot depends, however, number one, on the approval permitting process, and number two, it depends a lot on how we internally develop the floor space, the plans, the work space as well as the architectural treatment of this building.

What you will see at the preliminary stages, and as are currently in your packages, our set of elevations that we're proposing and we hope to develop that as the project progresses. This evening, though, we don't plan to present that to you.

With the parking lot expansion, we obviously have the associated drainage, water, sewer improvements.

Site lighting, we're proposing obviously additional site lighting in the parking field, which once again in greater detail, we'll speak at the preliminary hearing.

The geotechnical, we'll be supplementing our preliminary site plan package with geotechnical records as well as traffic analysis. We have a letter of finding from our traffic engineers in that package. We expect, though, to hear in the near future if things go well with the whole study that's being conducted by Lu Engineers for the Monroe County Department of Transportation, and that is all regulative to the County's project of the extension of the Jet View Drive up along our western lands, if you will, connecting into our Market Street North. The thought was -- and we have had communications both with Monroe County and New York State

DOT -- it would be best served if they conduct their study. We would then obviously feed into it in the sense of what we have as far as current employees, and their current areas of trans -- where they live. Excuse me, the zip code information. So to get a general sense of where they're coming and going from, as well of the -- both for the existing employees as well as for the new employees, so that will be forthcoming through the Monroe County DOT. But at some point, certainly it will come into play in our project.

However, with that said and done, this particular expansion accommodating an additional 620 Wegmans employees initially, our traffic engineer has told us in his analysis this existing intersection of Chili Avenue and we'll call it the 204 intersection, because that is the 204 ramp, it is actually a four-way with our Wegmans Market Street North, that that intersection will continue to operate at a good condition. The details, once again, to follow.

Over here (indicating) is an ortho, giving a little bigger picture what is going on in the complex. Orientation. It's a little reversed here. We're now looking south here (indicating). This is Fisher Road (indicating). These are the residents in the Town of Gates (indicating).

For those that aren't familiar with this, these are the lands of New York State DOT number one (indicating), and then there is the division line right here (indicating) with the Gates residents, and then the balance is in Chili.

This is the Wegmans Market Street North (indicating) which was the recently installed driveway at this point here (indicating), and this is the original Market Street here (indicating). Lexington Parkway residents over here (indicating). Jet View Drive in the distance.

As you can see from this picture, that -- the location of the offices is right in the center of the complex, number one. It is an existing pavement area, and certainly well isolated from the surrounding properties, both on the west as well as on the east and the north. So we propose that this project is a nice fix certainly within this complex.

Number two, that it certainly serves the need for Wegmans as far as our continued growth and ability to service this community and continue to grow in the future.

With that, I would be glad to address any questions that the Board may have, and if not, we will be prepared to address them at the upcoming meetings.

Thank you very much for your time.

JAMES MARTIN: I thank you, Art (Pires), very much. I don't have very much.

Just again, from a design standpoint, um, I -- the trend today is green construction. I don't know, you know, how much Wegmans is -- is going to put into this from an environmentally friendly standpoint of green standpoint? Has any thought --

MR. PIRES: Definitely. I think you're referring to the LEADS. We're definitely pursuing that both in the aspect of the site, as well as the building, yes. We're looking at that design to seek those credits.

JAMES MARTIN: I believe you mentioned in your presentation that in the traffic analysis, you will be looking at where the employees are coming from, the zip code perspective to, you know, estimate the impact on traffic coming from various directions to your site.

MR. PIRES: And that is correct. In fact, we have shared that with both the New York State and County DOTs.

JAMES MARTIN: Okay. Thank you.

JIM POWERS: The four stories, will that bother as far as height restrictions are concerned, will it?

MR. PIRES: We don't believe so. Certainly part of this -- because the flight path of the Runway 28, which actually on the isthmus is 280 degrees. That is generally left to right in this direction here (indicating), or on this larger exhibit off to the right, southwest, a runway here -- excuse me, right about this location here (indicating). So 28 runs in that direction.

So number one, we are and have had initial discussions with the airport engineer, Mr. Gary Gaskin, and we'll proceed with filing any forms and communicating with him on that.

Number two, which is interesting, and you will see that more as we develop and present the site lines and elevations for the building, that the -- basically our -- our number of our warehouses here (indicating), that is approximately 792 foot high here (indicating), as an example. 60 foot here -- the power lines, these are lands of National Grid, as well as RG&E. They're not Wegmans' lands. However, we have a roadway easement as well as some utility easements, crossing rights over there. These lands here (indicating), if people are familiar with the area -- in fact, you can't really see it here, but this is the same green space here (indicating). These are their lands (indicating). They have major power distribution lines overhead. These range -- the heights range from 64 feet to 74 feet.

Our current building -- this office building is approximately 31 1/2 feet. We're proposing -- once again, it is going to be approximate, especially tonight during conceptual, and our architects are scrambling to catch up with us on design, but with this -- excuse me, 31 1/2 feet. The atrium is about 40 feet to its peak, and that is our middle atrium right here (indicating). You can't see that.

As we develop, even from perspectives, it is hard to see from the Fisher Road site, looking in. It is hard to see this building as well as the atrium.

The new building will be about 63 feet, and with that 63, we might add 10 feet for a stair tower and some equipment room. But the bulk of the building, 90 percent plus will be at the 63 level. So that is -- 63 again relative to the towers is less than the range of 64 to 74, number one.

Number two, it is certainly less than the 72 of the automatic storage and retrieval building and a little higher than the 60 foot of the perishable warehouse, if that helps give a sense of magnitude.

JIM POWERS: On the new driveway there, Driveway C, the intersection there of Market Street North, um, is there going to be any traffic controls there? Is that only going to be used by vehicular traffic versus truck? That particular intersection.

MR. PIRES: Just bear with me. The small print, I have to (indicating). This is the roadway you're referring to up here (indicating), the north end (indicating)?

JIM POWERS: Yes.

MR. PIRES: Currently, we have Market Street North. This will be a new driveway.

JIM POWERS: That intersection there.

MR. PIRES: That is our new intersection. The intent of that is to service our employees' auto traffic, not for being trucking, not for trailers. The trailers, because these are the warehouses here (indicating), currently they come in down this road (indicating), and then the internal Wegmans driveway here (indicating) and into the complex. They will continue to do that, come into the main Market Street North, cross over lands internally, again, to the complex. That is intended for employees.

JIM POWERS: At the 204 and Chili Avenue intersection there, is there going to be any change in the time of the signals dependent upon when the chefs' shifts or whatever change at Wegmans to handle the traffic?

MR. PIRES: That is to be seen. Typically with any development, and we expect the same to be happening here, first of all, it will be reviewed by New York State DOT, because Chili Avenue being a State road, they will be reviewing the traffic report presented by the County, and if any adjustments have to be made, it will be made at this time.

Typically we find working with the DOTs, after the fact and after everything is up, they will do some field modifications. To answer, yes, some adjustment will be needed at this time.

JIM POWERS: This may not pertain really to this particular subject, but do you contemplate at all in the future of hooking into Jetview Drive?

MR. PIRES: No, we do not.

JIM POWERS: Good.

MR. PIRES: Point of clarification, when this project was originally approved, and you can certainly correct me if I misstate something, the condition of our development of the entire complex, more specifically the office and the distribution warehouses, that access from Fisher Road is this road here (indicating). This is strictly to serve the ball fields and the park -- associated parking here (indicating).

Should this plan be approved and go forward, what we have provided now -- so once again for the folks to get a sense of existing conditions, Fisher Road again (indicating). Existing driveway which services the parking field for the ball fields only (indicating). That point, there is a crash gate, but other than that, there is no connection between the office complex and the ball fields. The recreation field.

That will remain in the future. Albeit there will be a little modification. This road we would like to keep at the north end of the ball fields as an emergency exit to -- it provides a relief from the complex in the case of an emergency.

However, the parking now for the ball fields will actually come in off of Chili Avenue, again off Market Street or Market Street North, parking here (indicating). They just walk over to the green space for the ball fields.

JIM POWERS: The only reason I ask is I can see if that were ever done, connected to Jet View, that it would open up an awful lot of problems for everybody concerned, security wise and everyone else would use that for a cut -- short cut or whatnot. It could create a lot of problems. I'm glad that won't happen.

KAREN COX: Do you expect to put any more retention ponds in as a result of more impervious surfaces?

MR. PIRES: No. The reason for that is because when we work with Costich Engineering, the civil engineers for this project, um, starting with this or though, if you will, at the southwest corner of our parcel, there is a detention facility there, and that has been the last year or two been upgraded for water quality considerations in compliance with Phase II regulations, New York State DOT. So on the orange, though, you see it back in the southwest.

Now flip the whole plan. Over here (indicating) is the southwest again. This is sized for drainage to pick up, I will say three-quarters of the development, and the balance of it -- excuse me. It's -- it is sized to accommodate all of the warehouses and the offices are to full development, including this area here (indicating), which we own. There are some over here (indicating) with the conference facility, and the ball fields has a little different water shed that is heading to the east. So the simple answer to the question is yes, that is accommodating all of this and future build-out. There is no need for additional storm water detention basins at this point.

There might be a little associated with this expansion over just east, southeast of the conference facility which we have here. We might be expanding that just a hair to pick up a portion of the office expansion parking lot. Otherwise this handles the full build-out for the entire project.

KAREN COX: You said the County is preparing a traffic report.

MR. PIRES: Lu Engineers, is my understanding, for the Monroe County DOT is preparing a traffic report; that's correct. And that report, and the only reason why I bring that into play is because it will eventually tie in our road network that we're feeding into. Our application is as separate and distinct from the Jet View Drive extension project which is under the jurisdiction and the management of the Monroe County Department of Transportation. It is not Wegmans' project. We have no specific need for it. If the road networks there, certainly it -- we'll be

utilizing that. The employees will be utilizing it, and the trucks will be utilizing it. However, we have no need of it. I bring it into discussion because of the natural progression and request of this Board for where is our traffic report. We could have gone out and done a separate one, but it doesn't make sense to be up in front of the County's project and then they would follow it. We thought it best feed into them, give them our information, they draft it, we review it and then the Board sees it with theirs -- their application.

KAREN COX: Do you know what the application is?

MR. PIRES: Currently -- I don't care to speak for the County, but I know it is in the works, and I think they're anticipating a draft the next couple of months, as well as additional traffic to the Town, but I really prefer not to speak for their project or their schedule.

The key point is we could operate not knowing what the specific construction schedule of this is. We can operate separate and distinct with the current road network that we have.

KAREN COX: Okay.

JOHN NOWICKI: The existing architectural treatment of the buildings, is that going to be somewhat considered in the new building? Is there going to be that type of a treatment?

MR. PIRES: Currently, we have -- and we'll present it, and you will see this in your next package for July 8th, we're, in essence, taking the existing facade and carrying that through. We're ahead, once again, of our architects. We're ahead of top management making those decisions. I can say this. It's going to look the same, if not more enhancements to it. And that will be certainly presented to the Architectural Review Commission of the Town, as well as this Board.

JOHN NOWICKI: Okay. And then the other question I have, is the land southeast that shows wooded area, is that all your property?

MR. PIRES: That is -- that is our Light Industrial -- it is our property. Approximately 50 acres. At the north end we built our maintenance building.

JOHN NOWICKI: You go over to Fisher Road on that piece?

MR. PIRES: That's right. It does go to Fisher Road. Let's see if -- you can see a small triangle area right there at the corner (indicating).

JOHN NOWICKI: Do you think you will have to do anything for your standby power generation on the site?

MR. PIRES: We currently have a number of our facilities, both our offices as well as distribution, we have -- and we'll get to the point where we have one near obviously the office and the warehouses, and we're looking to actually move one over to the maintenance building, which I have to appear and present to your Building Department because it is actually a relocation of one of the former generators we had in here in on the west side of the warehouses. We have subsequently bought a new one, installed a new one in a concrete housing. We're going to move the other unit over to the maintenance building. So we have them.

We propose to continue with them. We found that certainly in this -- I mean, with the weather conditions we have had, not only in the winter, but now in the summer, across the States, as well as here, it is best served both as a company as well as certainly our customers, to have our stores up and running and in order to do that, to have generators there. We're looking at -- we have the mobiles, but we're also, for our distribution warehouses, they have to have them up and running, so there is our service to the community.

JOHN NOWICKI: Thank you. That is all I have for now. We look forward to seeing the excitement that will be generated.

GEORGE BRINKWART: Thanks for the 11 by 17s. Much handier than the other sheets.

MR. PIRES: The 34 by 34s.

GEORGE BRINKWART: You have kind of peaked my curiosity, the future parking you have in there. I don't want to get too far off subject, but could you shed a little light on that?

MR. PIRES: Sure, be glad to.

We have approximately 1,008 -- let's round it to 1,000 parking spaces a little at the north and little on the side. So approximately 1,000 spaces. We're proposing to have incremental, again, approximate of 822. Banking over here (indicating). We have 200 banking. So we have a total once again of 1,000, and then let's say 1800. With 200 banked for the future growth at -- that fourth floor, if you will. So we'll have 2,000 spaces accounted for here.

We understand that we'll appear before or seek variances either before this Board and/or the Zoning Board. The variance will be for the Zoning Board, but where the Planning Board has jurisdiction over any Planning issues, we'll be bringing that to your Board for request for acceptance.

Now, we only propose parking that we need, similar to our food markets. I know it takes certainly -- whether it be County or municipal standards, sometimes applicants are under that. We found that from our historical data and our needs, that we would prefer not to over build so we have more asphalt than we need, and we think that is a good design practice. Certainly there will be times, just like in the food market or any retail -- Thanksgiving is a great day, nationally known as far as over burdening any commercial properties. Quite frankly everybody, residents in their driveways are over burdened with all their guests coming into Town.

So in both cases, they actually could be carried over here. There will be times that we may have a little influx of parking for our conference center here (indicating) where we have our various Store Managers, District Managers. We have new stores out of State. We continue to bring them in to the Rochester area to learn our culture, to learn what our service is all about. They come in here.

So there will be times we'll have a full parking lot, without a doubt. To accommodate any

over burden, we have and will continue to bring in shuttles of our people into the site, if necessary. The key point, too, with this addition, we're already bringing a number of the people that are coming onto the site, whether they be for working or for the conference facilities, they will now be here on site versus coming from off site.

And last but not least, because of the visitors, the proposed parking accounts for our historical and projected needs for visitors onto this site both for our offices, both for say vendors and conferences, so many people.

GEORGE BRINKWART: Did you say that Costich will be preparing the drainage report for the project?

MR. PIRES: Yes. In fact, with this preliminary package, you have a drainage report in the mail boxes, if you will. Subsequently we're going to be supplemental with the water, sanitary and geotechnical, as well as we're going to be providing supplement and -- and I actually dropped off a box tonight to Mr. Karelus' podium there, the package of elevations, existing and proposed.

I can tell you now they're not really exciting. Exciting only in the sense of the extravagant architectural profile. We have a nice classical building today. We'll take those elements. The intent of those preliminary elevations are to show you existing and proposed. That is the whole thing.

We're also providing another one of our consultants, Bergmann Engineers -- Bergmann Associates -- we have sight lines that are in your original package. We did have a supplemental tonight because we wanted a true scale, if you will. The other ones are a little distorted only because they're more engineering scales that are difficult to get a true perspective. It is more for calculations. So those are all supplemental materials coming up for your preliminary review.

GEORGE BRINKWART: Thank you, Art (Pires).

DARIO MARCHIONI: This is just -- is there any amenities for the employees, like, you know, recreation, dining, all of the other that come into play? Just to give me a general --

MR. PIRES: Well, we would like to find a nice Italian cook if you know of any.
(Laughter.)

MR. PIRES: I'm sure everybody knows the meaning behind that, Mr. Marchioni's cooking abilities.

Yes, we currently -- right at this point, there is an atrium separating Phase 1 and Phase 2 of our existing offices. We have an atrium there. We have a very fine kitchen where they have prepared foods similar to what they have in the stores. Our employees tend to stay around and work longer hours, which is a good thing on multiple levels, but we get great food at a reasonable price. So we have the ball fields over here (indicating), and last but not least, we have the conference facility where we have many events, in-house training, interexchange of various departments, and at that time, we also have the various food events, if you will. And not to mention at times we have vendors come in. So there is multiple areas of -- of providing both recreation and food.

DARIO MARCHIONI: Thank you, Art (Pires).

JAMES MARTIN: Anything else from the Board at this time?

CHRIS KARELUS: I just like to applaud the applicant. Preview of the preliminary application is coming in very complete. Initial discussions I have had with your/their consultants on their design team, just as indicated to me, this project is coming to Town very well-planned. The kickoff kind of of a project like Mr. Pires alluded to, even the thought process about moving generators and transplanting these, their thought process has been well in advance of the Building Department. They have come very well prepared tonight to present the next step, if you will, with the Town.

As with a project of this magnitude, you can expect there are going to be some variance requests, but I think with looking at that district, um, this is the district where this type of project is set up for the Town. The scope and scale of this project fits perfectly with our GI zoning. I look forward to working with you guys.

KEN HURLEY: I have no engineering comments on the concept. I would just offer just towards the parking, if it hasn't already been taken into consideration, the Planning Board does have the right to reduce size of parking and such, and since this isn't a retail outlet with cars in and out, you will have employees drive in, leave their car and they go home at night, you can definitely take advantage of asking for reduction of parking size spaces which will reduce the amount of imperviousness and keep more green area for yourself, and I think it will benefit everybody. That is something you should look into.

MR. PIRES: We'll continue to have discussions with the Town staff.

KEN HURLEY: Thanks.

JAMES MARTIN: Fred (Trott), you're waiting for the traffic report, I'm sure?

FRED TROTT: Um, I just know that you guys already approved the intersection there, Market Street North and Chili Avenue.

MR. PIRES: That's right.

FRED TROTT: Are you planning on making any changes to that? Do you feel you will be able to handle the increased traffic?

MR. PIRES: We think we can handle the increased traffic and that's evidenced by our additional study by our in-house traffic engineers. Not in-house engineers. Our traffic engineers. And with that, we have taken a very conservative approach. We literally took the number of employees we have today, 680 and doubled that and rounded it, so we're saying 1300. We doubled it. The intersection, in terms, will still operate satisfactorily.

And yes, as we progress with more detail, once again, the County study, as well as ours, we

think that those details will be straightforward.

FRED TROTT: Okay.

MR. PIRES: So no, we do not plan any improvements at that intersection. And it continues to operate.

FRED TROTT: Okay.

JAMES MARTIN: Thank you, Art (Pires), once again. Very thorough presentation. You always do very thorough presentations to this Board.

MR. PIRES: Thank you.

JAMES MARTIN: Just kind of a summary of path forward at this point. If we go ahead and declare our intention to become lead agency tonight under SEQR, that would start a 30-day clock. Based on the sequencing of our Planning Board meetings, um, we can have a preliminary hearing in our July meeting to open up the public hearing on this.

It is my position that we probably would not have the 30-day coordinated review clock completed by the July 10th meeting, so we cannot vote on anything that night, so there would be no approvals at the July meeting. But it -- at least we would get the public input, additional questions. We would have certainly a much more complete package from Wegmans to digest that evening as we go forward. Then we would look forward to the August meeting for approvals of the project if that is the prerogative of the Board.

Is that -- sound in accordance with what you expect at this point in time?

MR. PIRES: Yes. Thank you. Yes.

JAMES MARTIN: Thank you. Seeing nothing further, at this point, I would like to make a motion -- based on our discussion this evening, I would like to make a motion that the Planning Board finds this application to be a Type I action. The Planning Board intends to declare itself as lead agency under the SEQR process. As such, we will seek a coordinated review of the project by all involved agencies.

Do I have a second on that motion?

DARIO MARCHIONI: Second.

JAMES MARTIN: Motion has been seconded.

On the motion to become lead agency.

The Board was unanimously in favor of the motion to declare the Board lead agency as far as SEQR.

JAMES MARTIN: For those who feel I have ignored Mr. Hellaby, Mr. Hellaby is a Wegmans employee and normally would recuse himself from any deliberations on any Wegmans application, so I haven't ignored him on this vote.

The motion passes six to zero, and we have declared ourselves, our intent to become lead agency on this project, and we will be sending out letters.

I believe there is Part I of the EAF that has been prepared; is that correct?

MR. PIRES: That is correct.

JAMES MARTIN: Okay. And we'll have copies of that attached to the letter --

MR. PIRES: That should be in your package which was provided to the office.

JAMES MARTIN: Thank you.

MR. PIRES: If I might, Mr. Chair, just for the sake of courtesy for all our consultants, as always, we have a great design team. A number of them are in the audience here. I trust they both represented Wegmans as well as other applicants before this Board.

When we come to the next meeting, there will be specific names, but just the list of the consultants we're going to have on Board is: Costich Engineering, FES Associates, Stantec, Bergmann Associates, Hunt Engineers/Architects, Turner Engineering Foundation Design.

The point of which here is we have a whole gamut. Once again, top quality, which typically you would expect from Wegmans, the geotechnical, the traffic, the environmental, civil, land planning.

I think that covers it. Thank you very much.

JAMES MARTIN: Thank you.

MR. PIRES: We look forward to working with everybody.

JAMES MARTIN: Thank you very much, Art (Pires). We look forward to continue working with you on this very exciting project.

DARIO MARCHIONI: Thank you for choosing Chili.

DECISION: The Board thanked the applicant for the detailed review of the proposed development project and indicated as always, Wegmans' presentations to the Planning Board are very well prepared, which the Board appreciates. The Board looks forward to working with the applicant on this project as the approval process moves forward.

The Board declared its intent to become Lead Agency for SEQR and found this to be a Type I Action and will initiate a coordinated review.

The 5/13/08 Planning Board minutes were approved as submitted.

The meeting ended at 7:37 p.m.

