

CHILI PLANNING BOARD
September 18, 2012

A meeting of the Chili Planning Board was held on September 18, 2012 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: Richard Brongo, David Cross, John Hellaby, John Nowicki, Paul Wanzenried and Chairperson James Martin. Karen Cox was excused.

ALSO PRESENT: Michael Hanscom, Town Engineering Representative; Michael Jones, Assistant Counsel for the Town; David Lindsay, Commissioner of Public Works/Superintendent of Highways and Building Department Representative.

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

PUBLIC HEARINGS:

1. Application of Wegmans Food Markets, owner; P.O. Box 30844, Rochester, New York 14624 for preliminary site plan approval to erect a 12,500 square foot cheese affinage facility at property located at 249 Fisher Road in GI zone.

Dan Aken was present to represent the application.

JOHN HELLABY: Mr. Chairman, I have to recuse myself from this application as I am employed by Wegmans.

JAMES MARTIN: You're recused, Mr. Hellaby.

You're on.

MR. AKEN: Very good. Good evening. My name is Dan Aken. I'm with Wegman Food Markets in their Site Development Group.

Art Pires sends his best. He is attending another hearing in Greece at the moment. So by luck of flip of coin, I am here this evening.

As you had mentioned, we're seeking approval for a 12,500 square foot cheese affinage building. The existing complex -- Chili Avenue for purposes of orientation, north is up. This is our CIC building (indicating). The sticky note that Mr. Pires has amended to this plan is roughly the same size and shape of the building that we're seeking approval on. It is approximately 105 feet by 125 feet length and width.

The proposed plan that was submitted with the application, um, is essentially an appendage to that 360 building, Culinary Innovation Center just to the south of it. There is a series of utilities and a ring road that run along here now that we would be relocating in order to provide emergency access to the rear of the building.

In addition to the utility work, we are not proposing any parking with this project at the time. We believe the parking that we have in this parking lot here (indicating), which is serving the CIC, is adequate for this facility, as well. And we have gone through and looked at what we have as far as our maximum number of employees at the CIC building and what we have in this facility, which only maxes out at about 12 employees for the affinage building.

So in total, we have 99 parking spaces in this parking lot now. Maximum number of employees in the CIC is about 85. So 85, 12 gets us to the 97. We feel we're -- we're again adequately parked.

We are proposing to land bank 47 or so spaces in this area here (indicating), and if those are needed in the future, we would seek approval to construct those then. But at this point, we are not proposing to move forward with those.

There was some minor landscaping that was added with the original application. Mr. Pires has since been before the Conservation Board and has worked out a plan -- I believe everyone is in agreement on it. I will hand that out for your information -- which, um, is proposing 40 trees. The 40 trees would get us in compliance with the 1 percent of the construction value per Town requirements. Approximate cost for this building is about \$3.6 million, so when we calculate out what it is for us to provide a 2 1/2 to 3 inch caliper tree, we're looking at about 40 trees plus the four that were originally shown on the plan there.

Um, the discussion with the landscaping was whether those were on one side of the road, the proposed Jetview Drive Extension or if they would be alternating. So my understanding of the conversation with -- between Art (Pires) and Dick Schickler was that it was more appropriate to have those on alternating sides of the road, which matches the extension road that we had installed several years back, and those are Celebration Maples on either side of the road. We would add Celebration Maples through where that road connects.

This is the cul-de-sac right now with Jetview Drive (indicating). When that extension comes through, it will follow an alignment something along like that (indicating).

These points of access (indicating) will actually go away at that time, and we will have access through here (indicating) on this access or secondary road (indicating). So the CIC parking right now will actually be accessed through these parking lots and will not exit out onto the -- the Jetview Drive extension.

So, what you're seeing as a proposed plan, um, is current, but just recognize that next spring to fall when the Jetview Drive extension goes forward, those access points will change. They'll actually be eliminated.

Aside from the landscaping, we have received several comments from the Town Engineer. I can go through those if you like, or if you have specific questions, I can answer those as they're -- as they come up.

JAMES MARTIN: Why don't you run through them quickly?

MR. AKEN: Okay. We'll do that. Art (Pires) has me adequately prepared with handouts, so one for each of you. So our -- Costich Engineering, our civil engineer working on this project, has gone through and addressed each of these, and I won't go into lengthy detail here, but the first on that item was regarding the parking. And the manner in which we had calculated parking and what we were doing with land-banked spaces. Basically we agree. We need to provide 38 additional spaces.

As I mentioned, we're proposing to not install those now but to rather have those land-banked and if we need those in the future, we will construct those at that time.

Um, the next item dealing with the foot candles, I think we had an error on there and we'll provide the appropriate contours, but we are looking to use 1000 watt metal halides at 30 foot mounting height, which resembles what is out there on the site today.

The cut sheets for the building-mounted lights, that's correct, those are dark sky compliant and we'll provide those cut sheets.

Construction sequencing and -- this is -- item Number 5 and the erosion and sediment controls, that is just a matter of cleaning up the notes and modifying the sequencing that is provided on our proposed plans. We will do that.

Um, as well as modify the language in the drainage report that -- under Item Number 6 had indicated that was 11,500. It is really 12,500.

Item number 7, other grading and erosion control plan comment and we'll provide the temporary silt fence.

Item Number 8 is just a clarification. We note that.

And we understand under Item Number 9 that we will need to provide a landscape certificate of compliance upon completion. We're understanding of that and we'll comply with that.

Then Items 10 and 11 are minor clean-up items, and we note those, as well.

The only other item that I had on here that I wanted to point out to make sure was clear was on County Comments, which was concerning wetlands and proximity of this project to wetlands, and, um, let me see if I can find the map here. We have, of course, had this property delineated, walked, staked, surveyed in the past. And the County Comments made note of the fact there were wetlands on the property, and there, in fact, wetlands on the property, but the limits extend over here (indicating), which is somewhere on the order of magnitude 5, 600 feet from where we're proposing disturbance.

So I think the County's concern was we were just meeting our buffering, 100 foot buffering obligations for keeping 100 feet from those, and we're certainly doing that. I think those were the only other items on the list.

JAMES MARTIN: There was the item about notifying the FAA about the construction process.

MR. AKEN: Yes.

JAMES MARTIN: Any cranes more than 50 feet high, um --

MR. AKEN: We'll certainly comply with that. We have had to do that as we have gone through reroofing projects and that, as well so we'll make sure that we comply with that.

JAMES MARTIN: All right. That's something like we ask to have copies supplied to the Town Engineer.

MR. AKEN: We'll submit that back to the Town.

JAMES MARTIN: And other approving agencies.

This is an example of what we would expect.

MR. AKEN: Easy enough to comply with. We can certainly do that.

I guess the only thing left for me to cover is as far as our scheduling goes, um, you know, if all in is in order this evening, we would seek to waive final approval conditioned upon working out any minor items with staff and engineering.

We were hoping to start utility relocations and some minor site work late this fall, early part of winter and then be in position to have a building pad prepped and ready to go in the spring with a tentative late fall opening for this facility.

I didn't get into a whole lot about the facility itself. If anybody really cares about cheese ripening, I can certainly address any of those comments, but it is essentially an aging facility for cheese, a temporary home for the cheese before we watch it age and then ship it off to the stores.

JOHN NOWICKI: Art (Pires) didn't tell you about the question I asked him at the meeting I had with him about the smell?

MR. AKEN: Smell? There should not be any smell. Everything is housed. There several

small rooms, relatively small facility. Should not be any smells or noises.

The -- the cooling and utilities are coming off of the CIC, so there will be two small rooftop units and a small penthouse, but it's a fraction of what is on the other buildings.

JAMES MARTIN: My understanding is there are some self-contained units within the facility itself that filters the air and treats the air --

MR. AKEN: Correct.

JAMES MARTIN: -- and does all that, so there really is no, you know, opening that odors would be emitted out into the atmosphere.

MR. AKEN: Correct. Correct.

JAMES MARTIN: Okay. You addressed all of the Town Engineer comments. I don't have anything else.

PAUL WANZENRIED: Any waste from this facility?

MR. AKEN: Um, minor packaging. That's about it. There's -- there's sanitary waste which will be -- you know, we'll have a -- you know, on the water side will be a backflow, a grease trap going into the sanitary. Um, the rest of it which would be minor packaging, plastic and some cardboard. We would be using the existing facilities at the CIC, so very, very minor.

PAUL WANZENRIED: The product is unloaded through the overhead doors of the loading area in the CIC?

MR. AKEN: That's correct. We're only expecting about really two trucks a day. One bringing product in and then one taking product out to another facility that will then be distributed within the warehouse facility itself, so that product is shipped on existing trucks already headed to destination stores. So.

PAUL WANZENRIED: Is it packaged there in the building?

MR. AKEN: It's not really packaged. It's aged in its -- they use plastic containers, so it is the plastic wrap and that. That is all done in the stores. So the -- you're getting larger wheels that are being shipped to the store as they're aged and ripened to their correct amount and then they will be cut up and packaged at the store itself.

PAUL WANZENRIED: I don't have any further questions.

JOHN NOWICKI: Is the aging process a -- like the banana room? Is it a chemical process that they use?

MR. AKEN: No.

JOHN NOWICKI: Gas process?

MR. AKEN: No. It's really a matter of time, humidity and temperature. So each of these within the building itself will be seven distinct rooms that are independently controlled from a temperature and humidity standpoint. The cheese is brought in, and then depending what type of cheese it is and what the end product is, depends on how long it will sit in this environment and then when it goes out.

So there really isn't, you know, like the banana rooms, a chemical process that is taking place.

JOHN NOWICKI: Is the time, days, months or years?

MR. AKEN: My understanding is it's -- it's days to weeks.

JOHN NOWICKI: Oh, really? How interesting.

Will there be any opportunity for people to have a free tasting?

MR. AKEN: That will take place in the stores, I'm sure, yeah.

JOHN NOWICKI: I'm just checking now. Thank you. That is all I wanted to find out.

DAVID CROSS: I think we touched on odors and light.

What about -- is there any noise emitted from the process, through the building or anything?

MR. AKEN: No. The process itself, no. There will be two small air handling units on the roof and then four or five exhaust fans from the roof. Um, it's -- it's very similar to the -- the minor -- which you will see on the other buildings, where it is relatively minor. CIC has a whole lot more refrigeration and equipment on the roof. This is nothing like that. This is a very minor installation.

DAVID CROSS: That's all.

RICHARD BRONGO: What kind of volume are you talking about, as far as the amount of cheese that comes in versus what goes out?

MR. AKEN: I don't have a good answer for you on, you know, pounds of cheese or anything along those lines. It's -- we're serving -- this facility will serve about 30 stores. So, again, it's -- the expectation is there will be one truck bringing product in in the morning, and about one shipment going out in the afternoon. And again, that shipment will be partnered up with other trucks leaving the complex and they're headed to the stores, so. I don't -- it's -- an idea on the intensity, I don't know what to tell you as far as total amount of cheese.

RICHARD BRONGO: I have no further questions.

DAVID LINDSAY: Comment Number 4 on County Comments talked about the color and finish of the roof. In your coordination with the airport facility, if you could just keep us in the loop as far as the comments and how they work that out?

MR. AKEN: Absolutely. We'll do that.

DAVID LINDSAY: Then as far as the trees, too, I know Jetview Drive is a project in process with the County. I'm assuming that these trees are going to be within the right-of-way, the proposed right-of-way?

MR. AKEN: That's a good question. Some of them. Some of them not. The -- the roadway does something a little goofy where the right-of-way, um -- in this area here

(indicating), it has a 60 foot right-of-way for the road. So in that area, they would be within the right-of-way.

When the road straightens out, um, essentially Wegmans has -- had given that portion from the eastern side of the road over to the property line to the Town for the purposes of the road.

So -- it's not really right-of-way on the -- on the west side of the road, but the trees would be along that western side of the road and then it goes back in this area to a 60 foot right-of-way where the trees would be located again.

DAVID LINDSAY: Is the intent that the maintenance or ownership of the trees would be transferred to the Town when this becomes a public road?

MR. AKEN: I don't know that that was necessarily contemplated. We understand that we have an obligation to make sure that they're living and they're replaced if they die, so.

DAVID LINDSAY: When would they be going in?

MR. AKEN: When would they be going in? Ideally they would be going in after -- next year after that road is in, completed in that area.

DAVID LINDSAY: Okay.

MR. AKEN: So we're not trampling all over them again.

DAVID LINDSAY: I guess we'll probably have some conversation off line. I don't know if anybody has talked to the County about this.

MR. AKEN: I'm not clear whether Art (Pires) has had that conversation or not.

DAVID LINDSAY: We can do that.

MR. AKEN: And, of course, we understand we're going to be obligated to bond those or whatever we need to do with them to insure that they're installed and in place per the agreement.

DAVID LINDSAY: Okay. Thanks. Nothing further.

JOHN NOWICKI: Have they paid for waiving final?

JAMES MARTIN: We'll get to that.

Seeing as how there is no public here, I guess I don't need to open the Public Hearing.

Okay. Let's do SEQR and get that out of the way. Then we'll talk about conditions and other things.

James Martin made a motion to declare the Board lead agency as far as SEQR, and based on evidence and information presented at this meeting, determined the application to be an unlisted action with no significant environmental impact, and the Board all voted yes on the motion.

JAMES MARTIN: Yes, they have paid the fee to waive final.

JOHN NOWICKI: I make a motion that we waive final.

PAUL WANZENRIED: Second.

The Board approved waiving final by a vote of 5 yes with 1 abstention (John Hellaby).

JAMES MARTIN: As far as the project itself, and conditions, I picked up some from the Town Engineer's letter. You know, pending final approval by the Commissioner of Public Works and the Town Engineer.

The applicant shall provide any copies of correspondence from all approving agencies to Department of Public Works and Town Engineer.

Upon completion of the project, the applicant shall submit a landscape Certificate of Compliance through the Building Department from a landscape architect certifying that all approved plantings have been furnished and installed in substantial conformance with the approved landscape plan.

The other thing I picked up is that, you know, based on the presentation and the number of employees in the existing CIC building and the proposed affinage is adequate currently to handle the number of employees and the proposed land banking of 38 spaces is more than adequate to address any issue should there be a need, so I don't have any problem with the parking situation there.

All right. With those conditions, on the application itself, waiving final.

DECISION: Approved by a vote of 5 yes with 1 abstention (John Hellaby) with the following conditions:

1. Pending final approval by the Commissioner of Public Works and Town Engineer.
2. The applicant shall provide copies of correspondence from any other approving agency to the Commissioner of Public Works and Town Engineer.
3. Upon completion of the project, the applicant shall submit a Landscape Certificate of Compliance to the Building Department from the Landscape Architect certifying that all approved plantings have been furnished and installed in substantial conformance with the approved landscape plan.

The Board determined that based on the number of employees in the existing Culinary Innovation Center facility and the new affinage facility, current parking

spaces are adequate. The proposed land banking of 38 spaces is more than adequate to address any future need.

Note: Final site plan approval has been waived by the Planning Board.

The 8/14/12 Planning Board meeting minutes were approved.

The meeting ended at 7:23 p.m.