

CHILI PLANNING BOARD  
September 20, 2016

A meeting of the Chili Planning Board was held on September 20, 2016 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 Michael Nyhan.

PRESENT: David Cross, Matt Emens, John Hellaby, John Nowicki, Ron Richmond and Chairperson Michael Nyhan. Paul Bloser was excused.

ALSO PRESENT: Michael Hanscom, Town Engineering Representative; David Lindsay, Commissioner of Public Works/Superintendent of Highways; Eric Stowe, Assistant Counsel for the Town; Paul Wanzenried, Building Department Manger; Larry Lazenby, Conservation Board Representative;

Chairperson Michael Nyhan 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 Mr./Mrs. Michael Barone, 19 Bucky Drive, Rochester, New York 14624; property owner: Chili Plaza Properties LLC; for preliminary site plan approval for a change of use in portion of building (Suite B-12) to allow a delicatessen (formerly cosmetics company) at property located at 3240 Chili Avenue in G.B. zone.

Michael Barone was present to represent the application.

MR. BARONE: Owner of Piazzta Di Pasta (phonetic) Delicatessens.

MICHAEL NYHAN: Would you let us know what your application is for?

MR. BARONE: Application is for change of use for 3240 Chili Avenue, Suite B12. It was formerly a cosmetic stores Merle Norman, and I am proposing to put an Italian/European delicatessen in that same spot. We have approximately 30 -- 1330 square feet and plan to use it as a deli.

MICHAEL NYHAN: What type of product will you be selling? Fresh foods? Frozen, can goods?

MR. BARONE: I will be producing my own product, some of my own products there, which would be homemade pasta, fresh homemade sausage. I am going to be regulated by New York State Markets and Agriculture. I will be meeting with the State officials within the next couple of weeks.

We will be having plenty of canned type of items, your typical Italian deli-type canned tomatoes and olive oils, balsamic vinegars, marinated peppers, um, that type of -- more on the canned and jarred goods. We will be having desserts such as cannolis, tiramisu, various Italian -- all pre-made, except the cannolis I am having the shells made, but I will be producing the filling itself for each individual type or flavor of the product.

I think like dried pastas from other companies, um, such as Cora and Gento (phonetic). Again, just on the European and Italian-type of a style.

There will be no cooking per se on premises, which doesn't require me to have an ANSUL system or a hood or any special equipment, because there will be no stoves or ovens or fryers or anything of that nature. We'll be doing paninis sandwiches, which is basically just a plug-in commercial panini press for the Italian sandwiches. Items like French bread pizza, which again, will be a plug-in boiler type of a toaster oven type of a scenario.

And 90 percent of the business is going to be sold by the pound. So again, it's out of a deli case, sliced meats, the Italian meats, prosciutto, mortadella, salami. A lot of the import type of goods, but it's all going to be sold by the pound, you know, for takeout more than it would be a sit-down.

We do have two tables with four seats per table, so we will not have anything more than eight seats, and that's more kind of in the cafe section we would call it where they would sit down and have the tiramisu or cannolis and sit down and enjoy the panini sandwich, a cup of coffee. That's pretty much it.

RON RICHMOND: So you expect most of your business to be carry-out?

MR. BARONE: Yes. That is actually why we were deemed to be regulated by the New York State Markets and Agriculture instead of by Monroe County Health Department, because of the fact that -- I believe it's a -- 60 percent of your product would be more of a to-go nature than a sit-down-type of a scenario. So it's not a restaurant by any means. Just -- we can't call it a cafe, because we do have Leaf & Bean within the plaza also, so the word trattoria in Italian basically means cafe, but it's just like a -- just a place to sit down and have a cup of coffee with your cannoli or dessert or that type of thing.

JOHN HELLABY: I assume you still have to get the Health Department's approval because you're monitoring cases that you have to maintain temperatures and whatnot?

MR. BARONE: The State has their own inspection officials that will be coming to take down the information for my coolers and -- the same thing that the Monroe County Health Department would do, but the State has its own officials that will show up and do their inspections routinely, and also for the preopening operational certificate, they will be showing up to make sure that I have all of the proper -- which actually was a slight change from my plans that you guys probably have.

I didn't realize before I would have to have hand-washing sinks. That has been changed to incorporate that into the plans and actually we have been granted the access of a portable hand-washing sink, which I have already purchased. Something that they would use at like a festival, the State fair type of a scenario.

JOHN HELLABY: So I assume you're not making subs and pizza and things to that effect?

MR. BARONE: No, no. And I believe that there is -- I can't speak for the plaza, Frederick property. There were grandfather clauses that were placed within their leases of Subway that I can't do subs, which is fine. We're just doing paninis. It's a different type of a sandwich, not classified as submarine sandwiches. So as not to step on anyone's toes per se.

JOHN HELLABY: Your letter of July 22nd has tentative hours. Are those the actual hours of operation or have you decided yet?

MR. BARONE: More than likely, those will be. I believe I put down 11 to 7.

JOHN HELLABY: Tuesday through Friday. Saturdays 10 to 7 p.m. and Sunday was noon to 5 p.m.

MR. BARONE: That's correct. And they will more than likely be -- if not the same exact hours, they will be changed very -- very small. If anything, it may change to 11 o'clock as opening on Saturday, instead of 10 o'clock. I was told that people are accustomed to the same times, and possibly the same thing with Sunday so people don't show up and say, "Hey, you were open yesterday at 11 and today is 12."

So if there were any changes, it may be an hour or two.

JOHN HELLABY: The other thing is I don't see any mention of signage in your application. Is there facade signs on that plaza? I'm trying to recall.

MR. BARONE: Yes. At this time, I was actually meeting with -- we have not completed a sign permit yet. Um, and I guess in the process of this, this had to happen first, and then I can have the sign permit taken care of after that. I'm going to be going with a company that does the signage for the plaza, which I believe is called skylight signs. So it's going to be a typical box cabinet sign as the rest of the plaza so everyone has kind of the same looks, and the signage that I actually have at this point has already been approved by the Town. I'm obtaining a sign from a prior -- someone that was there before that gave up their sign, so I'm just taking the cabinet and having my poly Lexan instituted into it and having it put onto the storefront, when I receive the approval, of course.

JOHN HELLABY: Chances are I will make note that no fluorescent-type neon signage in the front windows. Just in your letter --

MR. BARONE: Right.

JOHN HELLABY: Your letter, conditions of approval, if it is approved tonight. I took a dim look at this. It has happened here a couple of times.

MR. BARONE: I would think the only sign I would have would be something like an "open" and "closed."

JOHN HELLABY: Which I wouldn't have a problem with, but other ones just get carried away.

MR. BARONE: Yes. Of course.

JOHN NOWICKI: Deliveries to your restaurant, now, is that all through the front door?

MR. BARONE: There is. There is no rear entrance to that. It does state within the lease we're not supposed to make deliveries to the front door, but the way that Mr. Kuskin has initiated that is that there is the side parking lot where any larger trucks can pull up into the side portion, and then simply come down the walkway. And I don't plan on having any large trucks. I know that the Dollar General truck is your typical 18-wheeler that pulls up. I won't have anything of that size to have to block off anyone else's store fronts.

JOHN NOWICKI: Just one other question. The three rooms you show Spain, French, Mediterranean, that is basically the types of foods that will be in those rooms?

MR. BARONE: That's correct. We have actually changed up some of those plans. We were attempting to stick in with the European thing, each room was going to feature a certain product or various products of a different European nation. As you can see, one room would be all French products. One room was supposed to be Spanish and Portuguese. My research has shown that there is not that many Portuguese products that I could carry and Spanish products are going to be a little harder to carry with the imports. There is just not that much. So we have thought of condensing the three rooms into one room, which would be the first one, and just one of them being my office, instead of that little side corner which only gave me like two elbows' worth of room -- so one will be my office. The other will be still the production room and then again the European room now will be the first room.

JOHN NOWICKI: So the three names are gone. Just European room?

MR. BARONE: Correct.

DAVID CROSS: Only question I had is with trash. Will you have your own dumpster, use the plaza dumpster or how will you handle that?

MR. BARONE: They said I could just use whichever dumpster is closest in vicinity

throughout the back portion of the plaza. At the end of the evening, I would just take my trash, depending on the size, put it into my trunk actually and drive it around. Or, a cart similar to that one (indicating) that I could put the garbage onto it and wheel it around the back of the plaza, throw it out, using their dumpster. That's part of the CAM.

PAUL WANZENRIED: You will be applying for a building permit?

MR. BARONE: Um, I don't have a build-out to have to do so, I don't believe.

PAUL WANZENRIED: You are doing renovations? You are instituting new plumbing?

MR. BARONE: That is actually something that was put into the lease, as far as I'm concerned. Mr. Kuskin said that he would take care of the running the pipes for the sink, and again, the State has given me the ability to be able to use a portable hand-washing sink that has a heater attached inside it. It heats the water to 116 degrees. So that was deemed that -- there is already one sink in the back portion, just as you come out of the bathroom, that could be used as a hand-washing utility sink. Then I would also need a sink closer to the delicatessens area where the cases would be, which was allowed to be a portable hand-washing sink, as long as the temperature could reach 105 degrees or more.

PAUL WANZENRIED: Okay. What you do with your landlord, I have no issues with. What you do that affects the public health and safety and welfare does fall under my jurisdiction, so call me within the next two days so that we can meet onsite and decipher what is going on and I'll determine whether or not you need to pull a building permit.

Okay?

MR. BARONE: Okay.

PAUL WANZENRIED: Secondly, signage, I would suggest the applicant submit the size of the sign and the front area, because that's what your signage is based off.

MR. BARONE: The inside.

PAUL WANZENRIED: Correct. Submit all that to us for us to review and we will then, you know, tell you -- give you guidance as to which way to go. You will also need a sign permit, through us.

MR. BARONE: Sure. Yep.

PAUL WANZENRIED: Thank you.

COMMENTS OR QUESTIONS FROM THE AUDIENCE: None.

Michael Nyhan made a motion to close the Public Hearing portion of this application, and John Hellaby seconded the motion. The Board unanimously approved the motion.

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

DAVID CROSS: Waive final?

MICHAEL NYHAN: Did they request to waive final?

Any other conditions other than the standard conditions I have?

JOHN HELLABY: Plus the neon lights or whatever in the front window. I don't remember if that was a standard condition.

MICHAEL NYHAN: I do have approval is subject to final approval of the Town Engineer and Commissioner of Public Works.

Town Engineer and Commissioner of Public Works shall be given copies of any correspondence.

Building permit shall not be issued prior to applicant complying with all conditions.

Application is subject to all required permits, inspections, code compliance regulations.

Subject to the approval of the Town Fire Marshal and any signage change shall comply with Town Code, including a sign permit.

And then there was another one?

JOHN HELLABY: I think you need to state that there is to be no neon signage --

PAUL WANZENREID: Mr. Hellaby, that is part of the sign code.

JOHN HELLABY: Is it? I didn't think it was spelled out in there like that.

PAUL WANZENRIED: We would tag that per our review.

I would add to that there be no outdoor sales. Off chance that he wants to put something outside the building, that that is not allowed.

MICHAEL NYHAN: Okay.

MR. BARONE: I would have a question on that. We had planned on doing a plaza wide grand opening celebration that was going to include Merle Norman Cosmetics, Edible Arrangements and a couple others that are opening around the same time.

I also own Jump for Joy Bounce House Rentals here in Chili. And I was going to put some bounce houses out in the parking lot. Michael Curley would have my insurance information in that regard.

But we were proposing to have the grand opening with tables out in front of each of the establishments to kind of demonstrate what their product would be for that particular grand opening celebration.

So would that be a special use type of a thing?

PAUL WANZENRIED: It will fall under a special event. Again, I'm going to ask you to call and talk to me as there may be inspections in terms of the bounce houses and anchorage and that sort of thing. But the Fire Marshal may want to weigh in on this. We would weigh in on it. If Mike Curley has your information, that's great. But either you or the plaza owner should

contact the Building Department --

MR. BARONE: Okay.

PAUL WANZENRIED: -- so we know when this is going on, where is the parking going to be, the whole 9 yards. How much parking you're taking away. We need to know that. Thank you.

MR. BARONE: Thank you.

Michael Nyhan 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 John Hellaby seconded the motion. The Board all voted yes on the motion.

MICHAEL NYHAN: Subject to final approval of the Town Engineer and Commissioner of Public Works.

Town Engineer and the Commissioner of Public Works shall be given copies of any correspondence from other approving agencies.

Building permit shall not be issued prior to the applicant complying with all conditions.

Application is subject to all required permits, inspections, code compliance regulations.

Subject to the approval of the Town Fire Marshal.

And any signage change shall comply with Town Code, including a sign permit.

And there will be no outdoor sales at the establishment.

JOHN NOWICKI: What did you say about final site plan?

MICHAEL NYHAN: This is for preliminary and waiver of final. Yes.

DECISION: Unanimously approved by a vote of 6 yes with the following conditions:

1. No outdoor sales.
2. Approval is subject to final approval by the Town Engineer and Commissioner of Public Works.
3. The Town Engineer and Commissioner of Public Works shall be given copies of any correspondence with other approving agencies.
4. Building permits shall not be issued prior to applicant complying with all conditions.
5. Application is subject to all required permits, inspections, and code compliance regulations.
6. Subject to approval by the Town Fire Marshal.
7. Any signage change shall comply with Town Code, including obtaining sign permits.

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

2. Application of Danran Properties, 532 Main Street, Tonawanda, New York 14150, property owner: 100 Beaver Road LLC; for preliminary site plan approval to erect three 12' diameter, 24'11" high hopper tanks at property located at 1 QCI Drive in L.I. zone.

Lisa Sofferin was present to represent the application.

MS. SOFFERIN: Lisa Sofferin on behalf of the applicant, Danran Properties. It's an application for site plan approval to erect three silos or hoppers, storage hoppers at the property, 12 feet wide; 24 feet, 11 inches high to store linear low density polyethylene pellets to be used in connection with light manufacturing at the property.

MICHAEL NYHAN: Where would these be located?

MS. SOFFERIN: There were three proposals made to -- connected to the application. The preference, of course, Option 1 is located in front of the building. It was chosen as Option Number 1 based upon the proximity to -- the best location for the interior manufacturing operations. The presence of the silos at the Option Number 1 location will be partially blocked by an existing fence that is there that surrounds HVAC equipment that's currently at the property. It's anticipated that the fence would be extended a sufficient amount to be able to block the width of the three silos that would be installed.

One of the questions that was raised by the Town Engineer was the height of the existing fence, which is 11 feet and that would block a significant portion of the silos, the base of the silo which consists of a cone shape area and a box that is approximately 3 feet. The rest would be above that area. Again, the fence would be 11 feet.

The second option is on -- I believe it's the west side of the building. That's, again, a second option to us because the location for the interior of the manufacturing operations would be adjacent to where Option Number 1 is. An issue was raised with respect to the trash

compactor that is in the area. That equipment is the seller's equipment. It is not equipment that would be staying with the property. I understand it's a third party vendor that owns the HVAC equipment, so it would be removed before an installation.

The third option is on the rear of the building, and it was raised in the letter from the Town Engineer that it's anticipated that a paved road would be installed in that area. That was not anticipated by Danran, so we would be removing Option 3 from the application.

There are a number of other issues that were raised in the letter from the engineer that I would like to address, as well. Preliminarily, the issue of the environmental concerns with respect to these pellets. And I certainly appreciate the concern of having the polyethylene pellets. I know that there has been concern and nationally there have been some spills with these types of pellets. Great care would be taken with respect to the offloading of the pellets into the silos.

To respond to a couple of the other questions, as well, the process is that the pellets are delivered by a tanker-type truck, and the pellets are moved from the truck into the hoppers or the silos by a flexible hose that's probably about 5 or 6 inches in diameter. The hose can be as long as necessary to get to the farthest silo. The way it was anticipated or addressed in the letter, is that the farthest silo from the paved area is at 85 feet and the flexible hose will reach the 100 feet, if necessary, so there wouldn't be any difficulty offloading into the silo from the existing paved area.

The flexible hose gets connected to -- to the truck. It's inspected by the company that's delivering the pellets to insure that there is no break in the hose and it goes right into the silo, so the pellets are never exposed at all. Wouldn't be subject to the environment at all. They're dropped right into the silos. It is from that gravity feed that the product is moved from the silos via a 2 or 2 1/2 inch aluminum pipe into the building, vacuumed into the building. All of the mechanicals are located inside the building and not outside. That is the benefit of the silos, because it is a gravity-fed operation.

There was also question raised in the letter with respect to the frequency with which the deliveries of the pellets would be made to the property. The initial delivery would be three separate ones. Each tanker contains enough pellets to fill a single silo or hopper, so if we assume we'll load all three at the beginning, that would be done at three separate times. It's anticipated that approximately one silo of pellets would be used per week for the manufacturing operations, so approximately give or take once a week there would be a delivery to the property of the pellets. They are again delivered by this tanker operation to the property. It takes approximately two hours to load the silos. I will see if there is additional issues here.

In the packet of information I provided, there were a number of photos. Exhibit A was an example of the silos. That is basically the operation that we are mirroring, that operation. It's a company that we will be partnering with that has been in business for more than ten years manufacturing the solar covers.

The silos are constructed of a tensile galvanized steel that requires no maintenance. That operation, as I said, had been in existence for ten years and that is the photograph that you have in front of you.

That company did install their silos 36 inches from the building. They're 16 inches between each of the individual silos, and so there is more than sufficient room built in Option Number 1 and Option Number 2.

JOHN NOWICKI: You're showing four tanks here.

MS. SOFFERIN: We will have three tanks there. Their tanks are 36 inches from the building and 16 inches apart. And again, those are the silos, GSI manufacturing, heavy galvanized steel silos.

I think that responds to the questions that were raised in the Town Engineer's letter.

MICHAEL NYHAN: Just with the material construction, it's galvanized steel. Typically what maintenance is required for that?

MS. SOFFERIN: There is really no maintenance required at all. I was in contact with the distributor of the silos, and again, he advises that even at 20 years, there will be no maintenance at all required. Especially because we're not storing a wet product inside that might have an issue of seepage. There is none of that. The silos that are depicted in Exhibit A are ten years, and there has been no maintenance required at all.

MICHAEL NYHAN: This 100 foot hose that can go from the tanker to the silo, how is the product moved to the top of the silo? You mentioned gravity, but certainly that isn't going to work.

MS. SOFFERIN: The hose itself is connected to the tanker. The tanker powers down and it is pushed by a vacuum basically into and up to the top of the silo. The gravity feed then is what would feed it into the building for the manufacturing process. But the pellets are moved by a powered-down vehicle to get them into the silos.

MICHAEL NYHAN: A vacuum is used to pull it from the tanker to the silo?

MS. SOFFERIN: Yes.

MICHAEL NYHAN: The vacuum is in the building?

MS. SOFFERIN: The truck itself pushes it into the silo. Once stored, then the tanker is done with its business. As we use it, there is a 2 1/2 inch or 2 inch aluminum pipe at the bottom of the tanker -- I do have photos if that would be helpful for the Board that shows the piping and that goes into the building. That's the vacuum that brings it into the building.

MICHAEL NYHAN: Now, are there spill protocols in place if anything happened? If you're pushing product that far through a pipe flexible hose.

MS. SOFFERIN: The hose itself is inspected prior to the process of getting the pellets in to insure that there is no break in there. But there are -- but there is a cleanup spill mechanism in place from the trucking company. As our own company, we would have like a Shop-Vac type of thing mechanism in place to insure that anything that did spill, should it happen, could be quickly picked up. But I did confirm with the company that we will be partnering with, and as shown on Exhibit A, in the ten years that they have been in operation, there has never been any type of spill. It's really designed to insure against that possibility. I understand that anything is possible, but great safeguards are taken to make sure that the pellets are not subjected to weather.

RON RICHMOND: So the polyethylene pellets, are they bubble solar covers or --

MS. SOFFERIN: I brought a bag of the pellets and the finished product with me. Whatever -- whatever I can do here.

RON RICHMOND: Just so I understand, are they the bubbles or are they solid pellets that are used to manufacture the solar cover?

MS. SOFFERIN: The pellets are like large rice, that size. When they are brought into the building, the mechanism, they are melted, extruded and then they're formed into big sheets. It almost looks like bubble wrap, but it's much heavier, so you do have little bubbles in it.

RON RICHMOND: That was actually leading to my question. You said they are like bubble wrap but heavier?

MS. SOFFERIN: Yes.

RON RICHMOND: You had mentioned there is a connection to the truck, but you did not mention there is an actual locking mechanism to the top of the silo. Would there be one there, as well?

MS. SOFFERIN: For the process?

RON RICHMOND: For the hose -- the hose actually locks into the silo as it is vacuum pushed?

MS. SOFFERIN: It goes into the top of the silo and blows in.

RON RICHMOND: Is the hose locked to the top of the silo?

MS. SOFFERIN: No, it is not.

RON RICHMOND: Just kind of sits at the top?

MS. SOFFERIN: It's braced, but it's not a locking mechanism. It is guided by the operator of the -- of the delivery to make sure that it stays in there while it is in the offloading mode.

RON RICHMOND: How is the hose gotten to the top of the 24 foot silo?

MS. SOFFERIN: It is taken up there by a human who gets it up to the top of the 24. It is placed into the top of the silo that has a cap, and it is placed in there and blown into the silo.

RON RICHMOND: So there is --

JOHN NOWICKI: On each delivery? Each delivery truck has to come in --

MS. SOFFERIN: Yes.

JOHN NOWICKI: -- climb up?

RON RICHMOND: Individually to each silo?

MS. SOFFERIN: Yes.

RON RICHMOND: So the person carrying the hose up is using a side support ladder that comes up the side of the silo and they stay in place until that delivery is complete and then he goes down and goes to the next silo?

MS. SOFFERIN: Well, it would be a single delivery because the tanker --

RON RICHMOND: Are the silos in series? Do they fill up all three at once or --

MS. SOFFERIN: Initially we'll be filling all three. Not necessarily all on the same day. But we'll be going through approximately one silo a week, so one tanker per silo. So it would be one truck, and then it could be days or a week or so later we would fill up. So we would always have an inventory of pellets to go through and may not fill every -- all three may not be full at the same time.

RON RICHMOND: Is that person that is delivering the hose to the top of the silo safety-harnessed in once they get up there?

MS. SOFFERIN: It would not be our employee. It would be the distributor, manufacturer, whoever is making the delivery would be doing that.

RON RICHMOND: Would that process be mandated?

MS. SOFFERIN: I would assume that there is all safety requirements, OSHA requirements in place for that person. Yes.

RON RICHMOND: The silos that will be used, will they be connected individually by these hoses, these smaller hoses for delivery into the manufacturing?

MS. SOFFERIN: Yes. Yes.

RON RICHMOND: That's all I have.

JOHN NOWICKI: In regards to the subject, you -- so each silo has a ladder going up attached to it?

MS. SOFFERIN: There is -- there is on -- for both maintenance and whatever, there will be the ladder, the hose comes up and the person will be getting the hose up. I believe that there is also -- because the cap comes off, there is also -- I think a glass window which lets you be able to observe how much is still in there and when a delivery --

JOHN NOWICKI: I'm trying to picture this. 24 feet in the air.

MS. SOFFERIN: Yes.

JOHN NOWICKI: You have a ladder. The driver brings in this truck. He has to haul this -- this hose up to the top?

MS. SOFFERIN: I'm sorry. I really can't respond to that well enough, because I don't

know the actual process of -- of the person getting the hose into the silo, but it's something that is all done by the delivery company that delivers the pellets. It is part of their process.

JOHN NOWICKI: My concern is from a safety issue, all these -- especially in the winter months. You come in there, and you're going to have to climb a cold ladder or something in a snowstorm with ice all over it? I don't know. I think we have to have better answers to that.

Thank you.

MATT EMENS: I guess the only thing I would echo is from the Town Engineer's comments, that he does talk about the screening and I would just say that if Option 3 has been eliminated, 1 and 2 would both require screening and I just echo his thoughts and concerns on that.

RON RICHMOND: I do have another question. Do we know what the height of the building is?

MS. SOFFERIN: The -- the exterior wall I'm advised by the seller is 24 feet and both in the area of Option 1 and Option 2.

JOHN HELLABY: Well, it just so happens, it's been a while, probably more than 30 years ago, but I installed a bunch of these tanks at Mobil Chemical out in Macedon. A little bit different operation because they bring their plastic in on railcars and you will bring them in on a tanker, but in most cases there is a hard pipe that they latch onto at the base of these tanks. These guys will not climb these things. And the truck is pressurized to blow these up into these silos. So I can't envision a guy climbing this thing every time it's in use.

MS. SOFFERIN: I'm -- I may have misunderstood the -- the labor part of it, but this does go into the top, into the cap. It does not get blown into the bottom.

JOHN HELLABY: My bigger concern is not so much with the silos and the pellets -- because like I have said, I have seen that in operation and I know what it is all about.

My concern is how many machines are in this building actually making these solar covers, because I will tell you, I don't know if you realize what Mobil Chemical was doing out there; they were making sandwich bags. And the smell is horrendous. Because all you got in that whole area is melted plastic smell. I'm trying to wrap my head around what is actually taking place in here.

Are you making one solar cover at a time? Do you have 15 machines pumping these things out? There is just a little bit more to this picture than meets the eye.

MS. SOFFERIN: I did not come tonight prepared to talk about all of the manufacturing process and the interior. There is an extrusion machine and the output will be nothing like that. These -- the polyethylene is odorless. There will be -- it's not a 24-hour operation by any means at all. It's a small area in the building that will be dedicated to this. There will be -- I believe initially just the single machine that will take the pellets, melt it and extrude it out to the sheets that are then custom cut to various sizes.

JOHN HELLABY: All right.

JOHN NOWICKI: I think we need some answers.

MICHAEL NYHAN: Just for the application, correct me if I am wrong, Paul (Wanzenried), this application isn't for the use of the building. This area is approved for the operation. This is just for the placement of these silos?

PAUL WANZENRIED: That is correct.

MICHAEL NYHAN: This application is --

JOHN HELLABY: And I realize that. I just -- I just hope everybody is aware of it. It states odorless, but anybody that has been in Macedon knows Mobil Chemical is out there. They're not operating under Mobil now. It's a different -- different company, but it's still the same operation.

JOHN NOWICKI: I'm just curious, why wouldn't we have the opportunity to discuss the process that is going on inside this building if we're going to sit here and look at three tanks 24 feet in the air to pump pellets into a process that is going to stink up the whole neighborhood for God sakes? Why wouldn't we have that authority to look at that?

DAVID CROSS: Because of the current zoning.

PAUL WANZENRIED: Because it's a permitted use. Their use is permitted for the district and with that building.

JOHN NOWICKI: Can't we think about the safety hazard and environmental hazards that might -- that is one of our concerns.

PAUL WANZENRIED: I believe Mr. Richmond touched on that in terms of potential spill aspects.

JOHN NOWICKI: Are these pellets chemically safe to be in the environment?

DAVID CROSS: This has to be regulated by DEC or some other agency, right? Not a Town Planning Board.

PAUL WANZENRIED: Exactly.

MICHAEL NYHAN: Again, this is a change to the original site plan to include three additional silos on the property, not for the operation of that business --

PAUL WANZENRIED: Right.

MICHAEL NYHAN: -- of that business in that area.

JOHN NOWICKI: I'm concerned about it from the environmental standpoint. Thank you.

DAVID CROSS: What you didn't note is that you expect to create 60 jobs over the next three years. I think that's important.

Just a quick question, I don't know if the Town Engineer looked at -- are there any footing details for these tanks? I don't see anything on the plans. Are you comfortable with --

MICHAEL HANSCOM: Nothing has been provided. I would state in my letter they would need those for approval.

DAVID CROSS: Excellent. That's all I have.

MICHAEL NYHAN: These supports on the tank, metal supports that look like beams, do you know what they're made of? Are they galvanized steel, as well?

MS. SOFFERIN: It is my understanding the entirety of it is galvanized steel.

MICHAEL NYHAN: It looks like it goes halfway up the tanks. Do you know how high the supports are from the ground to where they end at the edge of the tank?

MS. SOFFERIN: I don't know. On the photo I have here, the top of the cone at the bottom of the storage area is at 30 inches.

MICHAEL NYHAN: Sure.

MS. SOFFERIN: And so it looks at least from my photo that the supports themselves may be another foot, 12 inches above that.

MICHAEL NYHAN: Okay. Will these be new tanks they're installing or used tanks?

MS. SOFFERIN: New tanks.

MICHAEL NYHAN: All previous businesses that were in the building, are they moving out and this will be the only business in there?

MS. SOFFERIN: Adamski Moving and Storage is a tenant there on the east side. They will be staying. Their lease runs through 2019. So they will be staying there.

MICHAEL NYHAN: Side table have any questions or comments?

ERIC STOWE: Just with respect to environmental, you can consider the storage and the material that will be stored there based on that, so that's part of the SEQR determination. Prior to approval. Or disapproval.

PAUL WANZENRIED: Two questions. Year-round production?

MS. SOFFERIN: Yes.

PAUL WANZENRIED: And I believe you stated that one silo is used per week. You would have one delivery per week. One tanker equals one silo; is that correct?

MS. SOFFERIN: That's correct.

PAUL WANZENRIED: Then why do you need three silos?

MS. SOFFERIN: Well, we will be over time gearing up and hopefully getting to the point of manufacturing more than one silo, but also -- I should say we'll average that. I mean, certainly as solar covers, we'll have greater manufacturing and sale requirement in the summer months than we would in the winter months, so the three silos are there both in terms of -- I will say a seasonal nature of it and then in anticipation of gearing up to the full 60 employees and the full production that we would be doing it over -- or by the next three years.

PAUL WANZENRIED: Is that production in shift work?

MS. SOFFERIN: Um, it -- it may be, but initially, there is no consideration of shift work at all. It will be a dayshift operation.

PAUL WANZENRIED: You stated those compactors are the previous landlord's compactors and they will be removed, the ones on the west side?

MS. SOFFERIN: They have been rented, as I understand, by QCI that was there, and they will be removed.

PAUL WANZENRIED: QCI is out, they're out?

MS. SOFFERIN: Right.

PAUL WANZENRIED: Okay. Thank you.

MICHAEL HANSCOM: For Option Number 1, the tanks are -- as shown are surrounded by a grassed area, 60 to 70 feet. How does the applicant plan to provide access to the tanks there in the wintertime across those grassed areas if you're not going to provide any type of a sidewalk or paved area to access them?

MS. SOFFERIN: Well, I think from the part at that building there, Option 1, there will be a foundation for the tanks and there will be access provided by clearing the area as needed.

Um, there is no anticipation of actually paving over the whole area.

MICHAEL HANSCOM: Not the whole area, but I mean like it would seem to me that -- that unless like -- like Al Hellaby stated, unless they bring the pipes out to the paved area and have a rack at the edge of pavement, that the truck could hook up into to fill the tanks, they would need some type of a sidewalk over to -- over to the tanks to where they're going to hook up and that's not been proposed here.

MS. SOFFERIN: It has not been proposed. The belief was that if there was the ability to access the tanks there adjacent to the HVAC system, that there wouldn't be an issue accessing the silos, both for delivery as well as for any maintenance that may be required.

MICHAEL HANSCOM: Okay. I -- I understand, but it is just -- I know from experience it is somewhat difficult to clean ice and snow off grass as opposed to a concrete sidewalk or something.

Thank you.

LARRY LAZENBY: We couldn't see in any documentation the cost of this project, so as a result of that, we had no idea what 1 percent of a donation to the Tree Fund would be because it -- because it is set so far back, that the Conservation Board doesn't see any need for additional landscaping of any kind. So we would like to see a 1 percent donation to the Tree Fund, but there is nothing in here as to how much this project is going to cost.

MICHAEL NYHAN: Is that with all three options, the front of the building, the west of the building as well as --

LARRY LAZENBY: Yes.

MICHAEL NYHAN: You didn't feel there was additional screening necessary?

LARRY LAZENBY: When you look from Beaver Road, I drove over, all three options are going to be blocked in one way or another or they're so far back that it really didn't make any difference. So to say we wanted bushes and shrubbery when they would have to come in to refill those tanks of some kind, it really just did not seem to make much sense.

MICHAEL NYHAN: Okay. Thank you.

COMMENTS OR QUESTIONS FROM THE AUDIENCE:

DOROTHY BORGUS, 31 Stuart Road

MS. BORGUS: I had looked at these plans in the Building Department, and Location 3 seemed far and away to be the best location. Now, I wonder if I could have it repeated for me why is that option being removed?

MICHAEL NYHAN: That option is being removed because they didn't want to pave around the building to the back, which is now a gravel roadway.

MS. BORGUS: Well, again, that should not be a concern of this Board. The cost to the applicant is not what your concern should be. It is a busy road. It's a major road for our Town, and anything that we can keep away from -- a line of sight from the road would be the best plan, I think. So it looks to me like at least one, Option 1, would definitely be visible, and if I'm keeping my notes right here, the building is 24 feet high, and the tanks are 24 feet high; is that correct?

MICHAEL NYHAN: 24 foot, 11 inches. 11 inches higher.

MS. BORGUS: The tanks will be as high as the building?

MICHAEL NYHAN: Correct.

MS. BORGUS: The fence is 11 feet?

MICHAEL NYHAN: The current fence, which is around the air conditioner, yes. You are talking about the front of the building?

MS. BORGUS: I'm talking about if they use Location 1. So we have more than half of the tanks visible from the road. Assuming that the shrubbery and the trees don't get in the way, which they may, and they may not. I mean these trees don't have leaves in the winter. You're going to see a lot more in the winter than -- than when there is foliage on these -- all of the landscaping that is there.

Does this company have other locations they operate at, or is this a sole location?

MICHAEL NYHAN: Do you have other locations? I know you mentioned you did have other locations. Are any of them local?

MS. SOFFERIN: The Exhibit A shows the operation that is actually in Canada. There is no other local operation.

MICHAEL NYHAN: Okay. Thank you.

MS. BORGUS: The reason I asked, is that doesn't leave much of an opportunity for us to see what we're buying into, and I realize this is only about the tanks, but Mr. Hellaby makes an excellent point. And I -- it seems as though the Town or the Board should somehow have had an opportunity to, as Mr. Nowicki says, look at this in total, at least see the changes that we're looking at versus the catalogue store. There is going to be a big difference here.

I haven't heard what this hose that is going to be possibly 100 feet long is made of. Do we know what this hose is constructed of?

MICHAEL NYHAN: No, we don't.

MS. BORGUS: It better be something pretty substantial I think if it is going to be hauled up the side of a hopper, especially, you know, in the winter. Plastic -- if it is plastic -- it seems if you're concerned about safety and these pellets being spilled, it is important to know what this hose is made of, especially if it could be 100 feet long.

I agree with Mr. Nowicki 100 percent. I think safety is a big issue here. Climbing these tanks in the dead of winter, um, on a steel ladder, carrying a hose that -- since we don't even know what it is made of, could be quite heavy, especially at 100 feet. That's a lot of hose to drag around. No sidewalk evidently. They don't plan on that. And this is Rochester, and it will get snowy. It will get slippery. It will get icy. It will get to be a long way from where the driveway is, and the truck would be located to where they got to start climbing this -- this ladder.

In view of the fact that we live in a very technical age now, it seems to me there has to be a better plan than this. It sounds rather archaic, to say the least, the way they want to get these pellets up there and get them available for use. And as far as the 60 new employees go, that would be wonderful if it happened. But it doesn't sound like they plan on staying with one machine if they're going to have 60 employees. Obviously a company plans on growth. They want to make a profit. And the -- the 60 employees don't kind of fit in my mind with one machine and a small operation that we're looking -- that is being proposed at least now.

There is a lot of things here I think that need to be looked at, but safety -- I agree with Mr. Nowicki and Mr. Richmond, safety is the biggest issue here. I think you have to be careful. You can't make this the responsibility of a truck driver that comes in from an unknown company. It could be a different hauler every time. It isn't -- there is no guarantee it is one company even that is going to be doing the hauling. This Board cannot be concerned with the logistics of how this happens, but safety is an issue, and I don't see how you're going to control that under the present setup that is being proposed.

MICHAEL NYHAN: Thank you.

Any other comments?

GEORGE PETERSON, 18 Beaver Road

MR. PETERSON: George Peterson. I live at 18 Beaver Road Extension and actually my property borders that. Um, so just a couple of questions that recently come to mind is I used to work at Kodak building -- Elmgrove Building 8 with the pelletized system so I know how noisy the process can be. I understand the pellets go in a tank when they are fed into the building. I guess it will be gravity fed. But unloading the truck, I am wondering what kind of noise it -- will be produced, if it is vacuum or pressurized usually with pellets -- what I used to remember is it was a high pitch, annoying noise dealing with pellets.

Um, when they had the catalogue factory in there because my property bordered, they had some type of shredding machine on the corner of the building, the northeast corner of the building and I could hear that, you know, from my bedroom. This is why I'm concerned with noise. If it is a silent operation, you know, fine. I'm concerned on the future, um, as -- if this company expands, if they're going to have to come back with some type of a vacuum system or pressurized system to help push the pellets into the building.

The other question I would ask is what time will these deliveries be made from the tractor-trailer to fill up these silos. Um, if -- I don't know if they know that yet or if it is just during daytime hours.

Also, with the tanks being high in the air, are we putting additional lighting up there for more light pollution? Right now with everything closed, it has been kind of nice. They have scaled back the lighting on that whole complex so it is not reflecting on my house. I never had all of the problem until they took the trees out. I'm just concerned we'll have additional residents across the street in the near future, too. I would personally like to see these things go on Option 3, but I do -- I drove around there. It is gravel. Um, I don't know what the weight of the trucks is, if gravel would support, you know, the trucks or not.

But like I say, my biggest concern is lighting and the amount of noise that this will produce filling the tanks. So I guess that's the only thing I wanted to say. I hope it's not going to be a problem.

MICHAEL NYHAN: Thank you. Do you know what time the deliveries are proposed?

MS. SOFFERIN: The deliveries would be during the day. Um, in terms of the noise, the -- the tanker powers down, but there is still power that drives the pellets into the hoppers. From 200 feet away, from the truck, you will get approximately 63 decibels of sound. I did look up, tried to find what it was akin to that, and a normal conversation at 3 feet, if you were sitting like in a restaurant in a conversation, 3 feet away from you is 60 to 65 decibels. So we were -- we did look at that and had concern, as well, about the noise and from the street, surrounding areas, at 200 plus feet, um, you will get again akin to a conversation 3 feet away.

MICHAEL NYHAN: Thank you.

Michael Nyhan made a motion to close the Public Hearing portion of this application, and John Hellaby seconded the motion. The Board unanimously approved the motion.

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

JOHN NOWICKI: The process inside the building, is that a heating process where you heat the pellets, cook them and melt them? Is that what is going on?

MS. SOFFERIN: Yes.

JOHN NOWICKI: What kind of fuel is used in the process there?

MS. SOFFERIN: I'm sorry, Mr. Nowicki, I'm not prepared to talk about the inside. I did not come with the information on the inside. Basically, the description to me is -- the pellets have no smell, and there isn't a concern for the interior, as well, in terms of that. But I don't know the temperature which the pellets are melted and extruded.

JOHN NOWICKI: You don't know what kind of fuel they use?

MS. SOFFERIN: No, I do not.

JOHN NOWICKI: Will the Fire Marshal have a chance to look at this application and check all this stuff out to make sure that there are safety procedures taking place inside in building?

MICHAEL NYHAN: Yes.

JOHN NOWICKI: Because the Fire Marshal should look at this.

MICHAEL NYHAN: Okay.

Just for further discussion on the Board, it seems like there is an awful lot of unanswered questions relative to the environmental impact, relative to the actual process this will take. However, I think the drawings we have, they're not sketches, not site plans, as far as the description of how the tanks would be built, foundations, et cetera, that would all be needed. With that, I think the most important point -- so perhaps we can get those plans -- is where would we want to see these tanks placed. In the front of the building facing the highway, to the west of the building facing the Highway Department garage or the rear of the building, which faces the railroad tracks. That is the real question that I think we need to answer and then perhaps we need to get some more information from the applicant relative to all of the questions that are outstanding that we have mentioned.

JOHN NOWICKI: I would feel comfortable with what Dorothy Borgus is suggesting, is Site 3 and pave the road going back.

DAVID CROSS: I think that is pretty harsh. It's a manufacturing facility. It's a permitted

use, and the site -- the manufacturing use needs hoppers. Frankly, I don't think they look that bad. Site, you know, Option 1 or 2 would be okay with me.

MICHAEL NYHAN: Okay.

DAVID CROSS: I think it's an undue burden on the applicant to them to pave that all of the way back there.

JOHN HELLABY: I honestly agree with Dorothy (Borgus). I think Option 3 is where I would personally like to see them, but I don't know where this paving came into play. They have a gravel road around there. Might need dressing up. I understand the engineer stated that you might want to pave it, but it doesn't say you definitely have to.

DAVID CROSS: I'm hearing from the applicant that the preferred location is -- is Number 1 because of the proximity to the manufacturing process.

MS. SOFFERIN: That's correct.

RON RICHMOND: If the question is, based on the application, which was three proposals, which I understand one has been withdrawn at this point, but the application still was three proposals, I would opt for Option 3, as well, taking everything into consideration. But I will say in addition to that, I'm not comfortable at this point with where we're at with the whole application as pertains to safety and not understanding the actual delivery of the product.

JOHN NOWICKI: I agree.

MICHAEL NYHAN: And the location around the back, the rear side of the building would also eliminate any concerns for noise across the street in a residential area if there is noise from one of these tanks being filled. But I think we need some more concrete information in order to be able to say that for sure. I mean 63 decibels at 200 feet, I believe, this is -- how far off the road is this? 1,000 feet off the road?

PAUL WANZENRIED: Whole property is 1,000 feet deep and it is 848 wide. So you're probably -- in Location 1, to the east side property, you're close to 200 right there.

MICHAEL NYHAN: To the property line.

PAUL WANZENRIED: To the property line.

MICHAEL NYHAN: Okay.

PAUL WANZENREID: There would be another 80 some odd acres to the east before I'm getting to the residences to the east.

MICHAEL NYHAN: Okay. And there is a few hundred feet from the roadway, as well, correct?

PAUL WANZENRIED: Correct.

MICHAEL NYHAN: If I recall seeing that.

All right. Option 2 -- we have not really discussed Option 2 at all. That's on the west side of the building. It is not favorable at all, or is that something that --

RON RICHMOND: I'm just saying I would prefer Option 3. That's all.

DAVID CROSS: For the record, I would be okay with 1 or 2.

MICHAEL NYHAN: 1 or 2.

MATT EMENS: I agree with that. I think the bigger concern -- you're talking -- I don't know how long the delivery will take. You're talking one a week in a zoned area for light manufacturing, you know, and you're not saying it might not be an annoying noise, but it will last for a very short period of time. I'm more concerned up front about the screening and the access. I think the access is a great point. You know, it goes back to overall safety, but just the procedure in general. I don't really care how they do it. I mean I personally don't. But it doesn't make sense to have it be some thing where they're traipsing across the yard and there is no path to it. That doesn't make any sense. That is where it goes back to, I think, this is conceptual also.

DAVID CROSS: OSHA will regulate the safety concerns. I mean -- I --

MICHAEL NYHAN: I agree with that.

ERIC STOWE: There is also permitting that would need to be obtained by the transport company to transport it. That would subject them basically to caring for, safeguarding the material prior to turning it over to the property owner. So there is a lot of permitting processes along the way where this has been reviewed.

MICHAEL NYHAN: Okay. And I -- but I'm concerned about the point Mike (Hanscom) raised and I think somebody else did, there is no -- there is just grass between the paved parking lot and the silo, so something would have to be done.

MATT EMENS: Needs to be followed through.

DAVID CROSS: Silo should be sitting on a concrete pad with a concrete walk over to it, absolutely. Proper foundation.

JOHN HELLABY: What you have is that in Location 2, if I'm looking at this right, you have got all that there. But again, the applicant offered up Area 3. We didn't --

MICHAEL NYHAN: I understand.

DAVID CROSS: I thought I heard the applicant say Option 3 was off the table.

MS. SOFFERIN: To the extent that the Board would require the paving of the roadway.

JOHN HELLABY: That's just it. We're not requiring it. It was a suggestion.

MATT EMENS: I think if you're at that point, then I would completely agree that the third location would be the most -- would be the best one in terms of keeping it out of the neighbors' eyes and view and public. That's where it makes the most sense.

JOHN HELLABY: They might have to grade the stone work to get back there a little bit better, but I mean there is no reason it has to be paved, in my eyes.

MICHAEL NYHAN: Would there be a requirement for pavement or is that just a mention?

MICHAEL HANSCOM: It was just a suggestion.  
MICHAEL NYHAN: Just a suggestion.  
MATT EMENS: I'm guessing that has to be cleared for fire access, so it is going to be cleared.  
DAVID CROSS: The Fire Marshal may want it paved. That is a bigger question.  
MICHAEL NYHAN: I did have a question on the environmental impact. Eric (Stowe), a short form was completed --  
ERIC STOWE: Yes.  
MICHAEL NYHAN: -- for this? It seems we don't have a lot of information on what the environmental impact would be if this product were spilled. Is there -- what would be the method -- at this point I don't feel I have enough information. I don't know if anybody else on the Board feels they have enough information to be clear whether this is unlisted, Type I or II.  
DAVID CROSS: Is the load actually polyethylene pellets? These are ground-up pelletized soda bottles, pop bottles, right? I mean that is what we're talking about here? Ground-up pelletized plastic bottles.  
RON RICHMOND: Polyethylene, whatever mill or thickness it is, it's just still polyethylene.  
DAVID CROSS: We just don't want to see a big mess with the hopper.  
MICHAEL NYHAN: Right.  
Is there --  
ERIC STOWE: You can request that the applicant provide more information with respect to that. If you don't have enough to make your determination.  
MICHAEL NYHAN: Okay. All right. I think in looking at this, it sounds like everybody -- paving would be required around the back of the building. It seems like Option 3 is the most favorable option that the Board is looking at. So I think -- the only reason you wanted to take Option 3 off is because of the comment about paving that road, correct? So --  
MS. SOFFERIN: That's correct.  
MICHAEL NYHAN: Okay. So I would assume in our discussion if Option 3 could remain on the table?  
MS. SOFFERIN: That's correct.  
MICHAEL NYHAN: Okay. All right. So a couple of things. One, I think once we select an option for where we feel the tanks should go, then we can receive a site plan that would show the method of how the trucks would get to there, and how the tanks would be built, the platform they would be on, the footings --  
PAUL WANZENRIED: So you want her to bring you a diagram of a tanker truck and a tube? Is that what you're asking for?  
MICHAEL NYHAN: No.  
PAUL WANZENRIED: Because that pertains to site plan?  
MICHAEL NYHAN: No. We're asking for additional information on how the tanks would be constructed, you know, how they would have access to those tanks.  
MATT EMENS: Construction.  
RON RICHMOND: The silos.  
MICHAEL NYHAN: The tanks -- I'm sorry. I was calling them tanks. They're silos. Would that all be required from the Building Department?  
PAUL WANZENRIED: That's right.  
MICHAEL NYHAN: It would.  
PAUL WANZENRIED: They have to pull a permit, because it's a structure.  
MICHAEL NYHAN: Okay.  
That can all be handled by the Building Department, correct?  
PAUL WANZENRIED: I -- I think it's -- forgive me, but I think it is somewhat archaic we're thinking of a guy climbing this tower 24 feet tall with a tube strapped to his back and stick it in the hole on top of the tank. More than likely, it's a tube coming in the bottom, pressured and filled that way.  
RON RICHMOND: I would agree that that does seem archaic, but that is the way originally the applicant would explain it. I'm just asking for clarification.  
PAUL WANZENRIED: No offense to the applicant, but --  
RON RICHMOND: I know.  
JOHN NOWICKI: We want it in writing.  
MICHAEL NYHAN: Is there any additional information that anybody needs relative to the environmental impact on this?  
JOHN NOWICKI: I want to know what the fuel is used on the inside to cook all that stuff.  
ERIC STOWE: That's beyond what we're doing here. This is for construction of hoppers for a permitted use.  
JOHN NOWICKI: Well, at least let the Fire Marshal know that.  
MICHAEL NYHAN: Right.  
PAUL WANZENRIED: To satisfy Mr. Nowicki's concern, as part of the building permitting process, the Fire Marshal would have inspections on the property prior to them getting -- opening and that is yearly and triannually inspections due on that property.  
RON RICHMOND: Operating permits.  
MICHAEL NYHAN: The environmental impact, that would be regulated for this equipment by permitting; is that what you believe?  
ERIC STOWE: Well, we were talking about transporting the -- the materials and the

safety. We can't consider -- I shouldn't say that. The permitting process for the transportation of materials would be on the transportation company. The storage would be on any part that is necessary for the storage of these materials. This is for the citing of the hoppers for the storage of the materials.

MICHAEL NYHAN: I understand. Got it. So the environmental impact is on the silos, where they would be placed and the environmental impact for those silos.

ERIC STOWE: Yes, but the wrinkle and -- the wrinkle is that you also have to consider what they're storing. So I understand that sends you in a bit of a circle, but you have to consider the scope of the project, as well. So yes. You -- you do have to consider the materials that are in there, but I -- I realize the frustration of that. It has to be looked at from the grand scale, from an environmental standpoint. But with the understanding that it is a permitted use in that area, and this is for the construction of the hoppers. So it is balancing those two.

MICHAEL NYHAN: Okay. So how does the Board feel about the environmental impact of this? Do you feel we have enough information to make a declaration on what type of action this would be?

JOHN NOWICKI: No.

DAVID CROSS: I do.

JOHN HELLABY: You know, what, it -- to his point, you're walking a real fine line because right now they do not have access to these pellets for their operation. You're giving them the okay to put the pellets there, and now they're actually using those pellets in the manufacturing operation, which is permitted.

ERIC STOWE: You're giving them permission to store, to create hoppers for the storage of materials. At this point, it happens to be for that material. It could change in the future to a different material. Yes, you have to consider what is presented to you. But, it doesn't mean for eternity it is going to be that material.

MATT EMENS: That would also be looked at in operating permits. If it's a hazardous material, quantity storage would change, classification of building, blah, blah, blah.

MICHAEL NYHAN: Correct. Okay. So for the location of the silos, I think I'm hearing 3 unanimously, the 3 -- that 3 is the best location?

MS. SOFFERIN: Can I be heard on that issue --

MICHAEL NYHAN: Certainly.

MS. SOFFERIN: -- again, since we did not address 3 earlier based on my understanding of the roadway?

As you can see from the -- the map, the manufacturing process is going to be in this part of the building right here (indicating), which is why Option Number 1 was presented. 3, while -- there -- the aesthetic part is raised by a number of the Board, as really making 3 the favored, but in terms of the manufacturing process that we are doing, whatever, there will be an expense and whatever that -- by piping and bringing everything in to the front of the building. So that was why Option Number 1 was chosen by the company, and I would just request that the Board consider that.

I mean certainly, the silos are quite a distance from the street. They won't be that noticeable, especially for six months a year. The setback of the building is such that, you know, the preference is Option Number 1 because of the manufacturing process being there.

MICHAEL NYHAN: Okay.

MATT EMENS: I'll go back. I'm fine with Number 1, but they have to do screening, architectural screening, not plantings, and I think they also need to look at the access of the pathway that leads to these -- the pads that these are going to be built on.

MICHAEL NYHAN: You're talking about hard structure when you say "architectural screenings"?

MATT EMENS: Yes. I think they need to look at something, yes.

DAVID CROSS: We're only considering preliminary tonight anyway, right? You can come back with some details on it.

JOHN NOWICKI: Or table.

MICHAEL NYHAN: Yes. They asked for preliminary and final. We could just do preliminary -- well, whatever we approve for preliminary is pretty much -- any major change -- you really can't make major changes.

DAVID CROSS: We could ask for screening options.

MICHAEL NYHAN: So we give preliminary, then approval for Location 1 and they come in for final, they can't switch to Number 3. So tonight we need to decide where we want to have these.

Matt (Emens), what was the second one you said, hard surface access?

DAVID CROSS: Sidewalk over from the asphalt to -- to the concrete pad that these silos are going to sit on.

PAUL WANZENRIED: Excuse me. I have just one question to the applicant. You stated, I believe, that at -- Location Number 1 was best suited.

MS. SOFFERIN: Yes.

PAUL WANZENRIED: So by that, we would be to understand that you have manufacturing situated, you have laid out the building? You know that that is where the manufacturing can be or would be best suited?

MS. SOFFERIN: Yes.

PAUL WANZENRIED: Okay. I just want that for a clarification point.

MS. SOFFERIN: Yes.

PAUL WANZENRIED: Thank you.

MICHAEL NYHAN: Would there be any other conditions?

DAVID CROSS: That they keep the area under the hoppers clean at all times.

MICHAEL NYHAN: Any other conditions for Option 1? When you say "architectural screening," would that be to cover the entire hopper?

MATT EMENS: Yeah.

RON RICHMOND: Are we making a determination that we're voting on preliminary approval for Site 1?

MICHAEL NYHAN: Yes.

And if it gets defeated, it is defeated. If it gets approved, it is approved.

RON RICHMOND: Okay.

MICHAEL NYHAN: So far I have the architectural screening to cover the silos, hard surface, um -- hard surface area from the paved area to the concrete pad silo, silo site, and the area of the hoppers must be maintained free from the materials that is stored in the hoppers. I'm sorry, in the silos.

Final approval subject to the Town Engineer and Commissioner of Public Works.

Required permits and the Town Fire Marshal.

Any other conditions?

MICHAEL HANSCOM: I just want -- for Option 1, I would like to ask one last question of the applicant. For the delivery trucks, where was the intended location where the trucks would park to make the deliveries?

MS. SOFFERIN: It would be right outside the -- the tanker would pull up in the parking lot area and be able to extend then the hose from that area.

MICHAEL HANSCOM: I understand. There is a -- when you look at the plan, okay, there is a paved area directly in front of the building on the right-hand side. There appears to be a -- trying to think of the term -- where the trucks make their deliveries into the building. In that location the delivery truck would be outside the normal travel path of traffic. That's my assumption, is that is where they would park and that is why I was talking about the sidewalk over.

MATT EMENS: The loading dock.

MICHAEL HANSCOM: Loading dock is the term I was looking for.

When you look at the site plan, there is a concrete sidewalk that goes approximately over to the where the tanks are, but I wouldn't want the -- it would be difficult to have the delivery truck parked there because you would be blocking some of the fire access while out there and the normal flow of traffic in front of the building.

MS. SOFFERIN: I guess I'm not as familiar with the property. I have been there, but I understand from all of the due diligence that was done that there is sufficient space for the tanker, the hose, the silo, everything in that area. But I understand your concerns about that. And --

MICHAEL HANSCOM: I don't think you quite understand me. But that's fine.

MICHAEL NYHAN: You're talking about Site 1, correct?

MICHAEL HANSCOM: I'm talking about Option 1. Where they would be parking the truck for the deliveries. I would just recommend that they park in front of the loading dock there.

MATT EMENS: Right. Exactly.

MS. SOFFERIN: Right.

MATT EMENS: It needs to be in the existing -- I don't know, receiving and loading dock area or whatever, the truck traffic area. The point is, that he doesn't want it blocking the fire lane, the parking lot, just pulling in.

MICHAEL NYHAN: It looks to me like that is the driving lane. You have a driving lane and then a grass area.

MS. SOFFERIN: To the right.

MICHAEL NYHAN: To the loading dock, all of the way to the right.

So the vehicles just can't be parked in the driving lane while they're offloading; is that what you are saying?

MICHAEL HANSCOM: Yes. They should be marked where the loading dock area is.

MICHAEL NYHAN: Any others? Any other conditions?

PAUL WANZENRIED: Did you have down there building permit?

MICHAEL NYHAN: I did.

PAUL WANZENRIED: Thank you.

MICHAEL NYHAN: I will go through all of the conditions.

PAUL WANZENRIED: And all operating or life safety permits as required by the Fire Marshal.

ERIC STOWE: To piggy-back off that, it should go without saying but compliance with local, State and federal regulations.

MICHAEL NYHAN: There were County Comments on this, as well, correct? Yes, there were. Sorry.

Eric (Stowe), could you repeat this? Compliance with all?

ERIC STOWE: Local, State and federal laws and regulations.

MICHAEL NYHAN: Any others?

So this is the application of Danran Properties, 532 Main Street, Tonawanda, New York 14150, property owner: 100 Beaver Road LLC; for preliminary site plan approval to erect three 12' diameter, 24'11" high hopper tanks at property located at 1 QCI Drive in L.I. zone

The conditions, in lieu of landscaping, they have to make a donation to the Town's Tree Planting Fund in the amount to -- equal to 1 percent of the total project cost.

Approval is subject to final approval of the Town Engineer and Commissioner of Public Works.

Town Engineer and the Commissioner of Public Works shall be given copies of any correspondence with other approving agencies.

Applicant shall comply with all pertinent Monroe County Development Review Committee comments.

Building permit shall not be issued prior to the applicant complying with all conditions.

Application is subject to all required permits, inspections and code compliance regulations. Subject to approval of the Town Fire Marshal.

Architectural screening, um, to cover the silos will be required.

The hard surface access, um, from where the offloading of the material to the concrete silo pads will need to be a hard surface built for access to that.

Area under the hoppers must be maintained clean of all product from below the silos.

Vehicle cannot be parked in the driving -- in the driving lane when unloading the product.

All operating life safety permits must be obtained from the Fire Marshal.

And must comply with all of the local, State and federal regulations.

Were there any other conditions? Okay.

We'll go back then to SEQR.

Michael Nyhan 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 Ron Richmond seconded the motion. The Board all voted yes on the motion.

MICHAEL NYHAN: This is going to be for Location 1 which is at the front of the building, which is on the south side of the building, located just behind the parking area.

JOHN NOWICKI: This is for preliminary only?

MICHAEL NYHAN: Prelim only.

The vote on the application regarding Option 1 was 3 yes to 3 no (Ron Richmond, John Hellaby, John Nowicki.)

DAVID CROSS: Needs four to move on. This application has been denied.

MS. SOFFERIN: Are we able to address Option Number 2 then?

DAVID CROSS: I think the applicant should be able to.

MICHAEL NYHAN: Should be able to reapply.

DAVID CROSS: Let's talk about it right now.

ERIC STOWE: The way -- Option 1 was considered. Option 2 was presented, as well.

Basically, you bifurcated -- you separated the application and can consider Option 2 as a separate option.

MICHAEL NYHAN: Or Option 3?

JOHN HELLABY: Don't think Option 3 should be taken off the table. Sure it will cost them a couple extra dollars, but I think it is the most viable place for these.

ERIC STOWE: The applicant is not asking for you to consider that location.

RON RICHMOND: The applicant did say she would put Option 3 back on the table.

MS. SOFFERIN: That's correct.

RON RICHMOND: If this was not a requirement for paving?

PAUL WANZENRIED: Correct. As Al Hellaby stated, you're not asking them to pave that.

MICHAEL NYHAN: Okay. So we can continue with the other options without a new application, correct?

ERIC STOWE: Correct.

MICHAEL NYHAN: Is that correct?

PAUL WANZENRIED: Say that again.

MICHAEL NYHAN: We can continue with Option 2?

ERIC STOWE: Yes.

MICHAEL NYHAN: And 3?

PAUL WANZENRIED: You can continue with Option 2 and 3. Yes. 2 and 3.

MICHAEL NYHAN: Discussion on Option 2, then, would all of the conditions that we just stated for Option 1 remain in effect?

The Board indicated they would.

ERIC STOWE: I did not catch it.

MICHAEL NYHAN: I was just asking if the Board -- if all of the conditions we placed on Option 1, if we would want those to continue to Option 2.

RON RICHMOND: In fairness, I don't think it is right to require more conditions regardless what the site is.

DAVID CROSS: Can I ask the applicant a quick question? So the distance from your manufacturing process to Site 2 is the same as Site 3?

MS. SOFFERIN: That's correct.  
DAVID CROSS: All things being equal should we be looking at Site 3 here?  
MS. SOFFERIN: Yes, thank you.  
MICHAEL NYHAN: With the same conditions?  
JOHN HELLABY: Well, I don't know if you so much need the hard screening back there.  
DAVID CROSS: No, I don't think you need the screening. I don't think this Board will require a hard surface on the gravel drive. It is whether or not the Fire Marshall will.  
JOHN HELLABY: That is not one of the conditions.  
DAVID CROSS: Not one of our conditions. It could be a condition of somebody else in the Town.  
MICHAEL NYHAN: So Matt (Emens) --  
PAUL WANZENRIED: Excuse me.  
DAVID CROSS: We had that on other facilities, like the tire place.  
PAUL WANZENRIED: If Number 3 is on the table, why not just start there? That's where you all want it.  
MICHAEL NYHAN: We are. That's what we're discussing, if we want to continue with the conditions. The architectural screening, that was the front of the building --  
MATT EMENS: No, it's in a corner.  
MICHAEL NYHAN: So remove the architectural screening of the silos for Number 3?  
MATT EMENS: Yep.  
MICHAEL NYHAN: All other conditions would be maintained in effect? With the same options or the same conditions, with the exception of the architectural screening to cover silos being required, we'll remove that for Option 3, which is along the back of the building, the north side of the building. We'll have a vote on the application with those stated conditions.  
JOHN NOWICKI: Preliminary.  
MICHAEL NYHAN: Preliminary, yes.

DECISION: Unanimously approved by a vote of six yes with the following conditions:

1. Approval is granted for the hopper tanks to be located in option #3 location.
2. In lieu of landscaping, applicant to make a donation to the Town's tree planting fund in the amount equal to 1% of the total project cost.
3. Approval is subject to final approval by the Town Engineer and Commissioner of Public Works.
4. The Town Engineer and Commissioner of Public Works shall be given copies of any correspondence with other approving agencies.
5. Applicant shall comply with all pertinent Monroe County Development Review Committee comments.
6. Building permits shall not be issued prior to applicant complying with all conditions.
7. Application is subject to all required permits, inspections, and code compliance regulations.
8. Subject to approval by the Town Fire Marshal.
9. Hard surface access to hoppers concrete pad they are built on.
10. Area under hoppers clean at all times from stored material.
11. Vehicle cannot be parked in driving lane when unloading product.
12. All operating and life safety permits must be obtained from Fire Marshal.
13. Compliance with all local, state, and federal regulations.

MICHAEL NYHAN: So Option Number 3 at the rear of the building did pass for preliminary. Thank you.

MS. SOFFERIN: Can I request a vote on Option Number 2 while we're here? I'm sure I know the outcome, but if I could request a vote on Option Number 2, since it was our second choice.

MICHAEL NYHAN: We can certainly -- you can certainly do that and that would include the architectural -- I would put the architectural screening.

DAVID CROSS: Informal straw.

ERIC STOWE: We can't do a straw poll. The concern I have with that is are we then approving two locations? For multiple hoppers.

MATT EMENS: I think it's Location 3.

MS. SOFFERIN: If Option Number 2 were approved, I would withdraw our request for Option Number 3. If that -- if that is the concern.

MICHAEL NYHAN: Say that again?

PAUL WANZENRIED: No. No.

JOHN HELLABY: Option 2 failed. It failed.

MICHAEL NYHAN: Option 3 is the approved option.

MS. SOFFERIN: Okay.

MICHAEL NYHAN: All right.

3. Application of 44 Jetview Properties LLC, 45 Jetview Drive, Rochester, New York 14624 for resubdivision approval of two lots into two lots at property located at 44 Jetview Drive (owned by Jetview Properties LLC) and 40 Jetview Drive (owned by Rochesters Cornerstone Group) in L.I. zone.
4. Application of 44 Jetview Properties LLC, owner; 45 Jetview Drive, Rochester, New York 14624 for revised final site plan approval which was granted on 9/16/14. Revision is due to land acquisition in order for berm to berm to be on one lot at property located at 44 Jetview Drive and a portion of 40 Jetview Drive (owned by Rochesters Cornerstone Group) in L.I. zone.

Garth Winterkorn and Kevin Daley were present to represent the application.

MR. WINTERKORN: Garth Winterkorn from Costich Engineering. With me tonight is Kevin Daley, the owner of C & M Forwarding on the property at 44 Jetview Drive. We're in front of the Board for them to consider an amended site plan approval.

We actually did an as-built of the berm that was constructed as part of the warehouse expansion. The purpose of the berm, obviously, was to screen the residential units kind of northeast of the expansion area back here. Um, so the good news is, the as-built of the berm actually shows that it was built taller and wider than what was previously approved, so the buffer is better.

So the -- so there was an agreement between Kevin (Daley) and the Cornerstone Group that since the berm encroached on the property to the east, that they would purchase an additional acre from Roger, from the Cornerstone Group, and subdivide it and combine it with this lot here. We received comments from the Town Engineer and County Planning and they're very technical in nature. We have no issues with any of them. If the Board has any questions.

MICHAEL NYHAN: So just to summarize, approved final site plan. Once the as-builts were done, the berm was a little higher than originally planned so you purchased an acre of land. So that now you want to take that one acre of land and combine it into that property as the resubdivision; is that correct?

MR. WINTERKORN: Yes. The additional acre would cover the entire area of the footprint of the berm.

MICHAEL NYHAN: And then just to reapprove or submit a revised site plan for us to approve because the berm is a different size than what was originally approved.

MR. WINTERKORN: Yes. The staff asked us to come to the Planning Board for an amended site plan. We couldn't do it administratively apparently because of the zoning being Light Industrial. They said if it was residential, it would have been administrative, but since it's not, we're here.

MICHAEL NYHAN: Okay.

JOHN HELLABY: Garth (Winterkorn), why the strange angle at the back? Future site access or something?

MR. WINTERKORN: To minimize the amount of additional land to be purchased and to cover the berm footprint.

LARRY LAZENBY: Any proposed plantings on top of the berms?

MR. WINTERKORN: What was originally approved, those are installed.

LARRY LAZENBY: Okay.

MR. WINTERKORN: With this application, there is no actual work being done. Just a lot line change basically.

COMMENTS OR QUESTIONS FROM THE AUDIENCE: None.

Michael Nyhan made a motion to close the Public Hearing portion of this application, and John Hellaby seconded the motion. The Board unanimously approved the motion.

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

MICHAEL NYHAN: This original one did have a SEQR completed. It was an unlisted action. That will continue through with this final, so I do not believe there is any need for a new SEQR finding. Correct?

ERIC STOWE: We're adopting prior SEQR determination. Thank you for the wording.

MICHAEL NYHAN: Approval is subject to final approval by the Town Engineer and Commissioner of Public Works.

Town Engineer and Commissioner of Public Works shall be given copies of any correspondence with other agencies.

Applicant shall comply with all pertinent Monroe County Development Review Committee comments and all previous conditions imposed by this Board that are still pertinent to this application will remain in effect.

With those conditions we'll have a vote on the application of 44 Jetview Properties, LLC, 45 Jetview Drive, Rochester, New York 14624 for resubdivision approval of two lots into two lots -- two lots into one lot, correct? You will take two lots and combine it into one lot; is that correct?

MR. WINTERKORN: Actually two lots now. It will be two lots later. It is just the lot line is moved.

MICHAEL NYHAN: Lot line is moved. Okay. I just didn't know if that was a typo.

-- at property located at 44 Jetview Drive (owned by Jetview Properties LLC) and 40 Jetview Drive (owned by Rochesters Cornerstone Group) in L.I. zone.

DECISION: Unanimously approved, by a vote of 6 yes with the following conditions:

1. Approval is subject to final approval by the Town Engineer and Commissioner of Public Works.
2. The Town Engineer and Commissioner of Public Works shall be given copies of any correspondence with other approving agencies.
3. Applicant shall comply with all pertinent Monroe County Development Review Committee comments.
4. All previous conditions imposed by this Board that are still pertinent to the application remain in effect.

MICHAEL NYHAN: We have to vote on 4. Same conditions would apply for that one, as well.

Application of 44 Jetview Properties LLC, owner; 45 Jetview Drive, Rochester, New York 14624 for revised final site plan approval which was granted on 9/16/14. Revision is due to land acquisition in order for berm to berm to be on one lot at property located at 44 Jetview Drive and a portion of 40 Jetview Drive (owned by Rochesters Cornerstone Group) in L.I. zone.

DECISION: Unanimously approved by a vote of 6 yes with the following conditions:

1. Approval is subject to final approval by the Town Engineer and Commissioner of Public Works.
2. The Town Engineer and Commissioner of Public Works shall be given copies of any correspondence with other approving agencies.
3. Applicant shall comply with all pertinent Monroe County Development Review Committee comments.
4. All previous conditions imposed by this Board that are still pertinent to the application remain in effect.
5. Application of Asif Hristodoulou, 24 Osprey Drive, West Henrietta, New York 14586, property owner: Proto Holdings LLC for revised final site plan approval which was granted on 6/9/15 for a convenience store at property located at 1210 Scottsville Road in G.B. zone.

Asif Hristodoulou was present to represent the application.

MR. HRISTODOULOU: Good evening. I'm Tom Hristodoulou, part of Proto Holdings, Scottsville Road. I'm here to ask your approval for the back. We put millings there when the original plan it was paved surface. All of the rest of the property was paved right up to the back of the building.

To the property line there was millings that have been put down, compressed. It became quite a smooth surface. It's been striped. Fairly indistinguishable unless you're right next to it from the rest of the parking lot. And we would like to be able to leave the millings there at least for the not too distant future.

MICHAEL NYHAN: So the original plan was we're going to pave all of the way around the building and the pavement now stops at the rear of the building, if you will.

MR. HRISTODOULOU: Correct.

MICHAEL NYHAN: It is millings up to the other side of the rear of the building and then paved again to the front?

MR. HRISTODOULOU: No.

MICHAEL NYHAN: Just the back side of the building that has the millings?

MR. HRISTODOULOU: Just the back side.

MICHAEL NYHAN: They're rolled?

MR. HRISTODOULOU: Yeah. They're rolled. It's become quite a smooth surface. We put the lines on there, everything else, the parking lines, although it is never used back there, nor do we really plan on it being used, to tell you the truth.

MICHAEL NYHAN: Your deliveries come in the side or the front?

MR. HRISTODOULOU: Yes. There is not a back door back there. Nobody parks there. The parking in the front is more than sufficient for anything we need. I would like to get busy enough to have to use the back, but I don't foresee that in the near future.

MATT EMENS: So is it a matter of cost? Why did you change it?

MR. HRISTODOULOU: Correct. Correct. It was -- originally Mobil, who is the gas provider, was going to do the back, as well. For whatever reason, they said that no, they were just going to do up to the -- to where the building ends and because of budget overages, that was exactly the reason why, the cost.

MATT EMENS: So you -- so then you would have been financially responsible for the difference?

MR. HRISTODOULOU: Correct.

MATT EMENS: Because they were no longer going to do it?

MR. HRISTODOULOU: Right. They did everything up to the building. I was under the impression they would go in the back. They don't feel it is necessary for the Mobil part of the business. And actually, it really isn't. But that's besides the point.

JOHN HELLABY: Is it concrete pad under the dumpster back there? Is that concrete under there with the fence and everything?

MR. HRISTODOULOU: Yep.

JOHN NOWICKI: Cross-access easement agreement between the two properties, has that been obtained yet?

MR. HRISTODOULOU: Not yet. Almost there.

Neither one of us wants the driveway to go away. Just a matter of ironing out the details.

JOHN NOWICKI: It has been recommended that the engineer look into that to try to get that solved.

MICHAEL NYHAN: We'll have that -- Paul (Wanzenried).

PAUL WANZENRIED: Yes. They're working on it, so that is still in -- still in the conditions.

JOHN NOWICKI: It is a condition. Okay.

MICHAEL NYHAN: Any other -- Paul (Wanzenried), any other comments or questions?

PAUL WANZENRIED: No.

MICHAEL NYHAN: Only condition I have is all previous conditions imposed by this Board still pertinent to this application shall remain in effect.

I forgot a Public Hearing. I'm sorry. I forgot the Public Hearing.

PAUL WANZENRIED: Why, did Dorothy (Borgus) raise her hand?

MICHAEL NYHAN: Al (Hellaby) whispered in my ear.

PAUL WANZENRIED: I can't see her from over here. (Laughter.)

MICHAEL NYHAN: At this time I would like to open this to Public Hearing.

COMMENTS OR QUESTIONS FROM THE AUDIENCE: None.

Michael Nyhan made a motion to close the Public Hearing portion of this application, and John Hellaby seconded the motion. The Board unanimously approved the motion.

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

MICHAEL NYHAN: This was also previously -- SEQR was also previously done on this and we'll adopt the previous findings on SEQR for the application.

ERIC STOWE: Can I only -- yes. The only thing I would ask is that it -- the modification -- the only modification -- the only provision is for the millings component.

MICHAEL NYHAN: Yes.

With that, Application of Asif Hristodoulou, 24 Osprey Drive, West Henrietta, New York 14586, property owner: Proto Holdings LLC for revised final site plan approval which was granted on 6/9/15 for a convenience store at property located at 1210 Scottsville Road in G.B. zone, with revision being the back portion as outlined on the plan will be millings instead of pavement.

All previous conditions imposed by this Board still pertinent to this Board will remain in effect.

DECISION: Unanimously approved by a vote of 6 yes the above described application with the following condition:

1. All previous conditions imposed by this Board that are still pertinent to the application remain in effect.

Dave Cross made a motion to approve the July 12th, 2016 minutes, and John Hellaby seconded the motion. The Board was unanimously in favor of the motion.

The meeting ended at 8:51 p.m.