

CHILI PLANNING BOARD
December 13, 2016

A meeting of the Chili Planning Board was held on December 13, 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 DiMarco Constructors, 1950 Brighton-Henrietta TL Road, Rochester, New York 14623, property owner: Cedars of Chili Housing Development; for preliminary site plan approval to erect a 640 sq. ft. addition to community building, 12' x 16' storage building, and 16' x 28' storage building (to replace existing 16' x 28' storage building) at property located at 94 Old Chili Scottsville Road in R.M. zone.

William Baum was present to represent the application.

MR. BAUM: My name is William Baum. I'm representing DiMarco Constructors for the Cedars of Chili project. I'm the applicant that filled out the forms and delivered it to the Town.

MICHAEL NYHAN: Okay.

MR. BAUM: Our plan is to put an addition of 640 square feet to the back of the already existing Community Center. This is to allow us to put a fitness center as well as community area to be shared for all of the residents of the Cedars of Chili. For the management side, we are going to replace two old sheds with a 12 by 16 shed with a new concrete floor. There will be electric with lights in it and an overhead garage door. And we will also be replacing a 16 by 28 storage building. It's not safe. It needs to be replaced. So we're going to do this with a new building for them to store cold goods. It's not heated. It will have electricity and lights.

MICHAEL NYHAN: Okay. So both the storage buildings are replacing existing buildings?

MR. BAUM: They will be, yes.

MICHAEL NYHAN: Same footprint, the same location?

MR. BAUM: The 12 by 16 shed will be in a relatively same location. It's 6 feet off the building versus the 2 that are abutting up to the building.

MICHAEL NYHAN: Okay. So that -- what building is the 6 foot front?

MR. BAUM: The existing Community Center.

MICHAEL NYHAN: That is the storage shed; is that correct?

MR. BAUM: Yes. Storage shed.

MICHAEL NYHAN: Will the addition affect the distance to the shed?

MR. BAUM: It will not.

MICHAEL NYHAN: What is the size of the current building?

MR. BAUM: There are two 10 by 10, I believe.

MICHAEL NYHAN: I'm sorry, the Community Center, the approximate size of that?

MR. BAUM: Off the top of my head, I have to look it up real quick.

MICHAEL NYHAN: About a third of the size? Approximately how much bigger is the addition than your existing building?

MR. BAUM: I would say 25 percent, probably a quarter bigger.

MICHAEL NYHAN: One quarter greater or quarter bigger than what you already have?

MR. BAUM: A quarter bigger than what we already have, yes.

MATT EMENS: So I see that you're saying they're going to be wood frame construction?

MR. BAUM: Yes.

MATT EMENS: Obviously any code compliance issues will be dealt with in the Building Department.

Is it the intent that architectural finishes will be similar in kind to what is on the existing building proposed?

MR. BAUM: The existing building now is carpeted. We're going to do an LVT, luxury vinyl tile.

MATT EMENS: Exterior?

MR. BAUM: New siding. We're doing new siding on the entire project. We have aluminum storefront doors in place, what is there now, as well as aluminum framed windows for the back of the community building.

MATT EMENS: How about the sheds?

MR. BAUM: The sheds will be overhead door for entry and vinyl sided to match the Community Center.

MATT EMENS: Asphalt shingle roof?

MR. BAUM: Asphalt shingle, yes.

MATT EMENS: I don't have any questions.

JOHN HELLABY: Any sidewalk addition?

MR. BAUM: No sidewalk addition. The existing 16 by 28 building is connected to the parking lot. And the 12 by 16, there will be a small portion of pavement added to have access to the overhead door.

JOHN HELLABY: Any additional exterior lighting?

MR. BAUM: We're replacing in kind. We will be adding some overhead LED lights to the 16 by 28 building up high for landscape lighting.

JOHN HELLABY: Um, adequate parking, I assume you're going to add an exercise room or whatever. Is additional parking going to be required?

MR. BAUM: That we know of right now, no. We have adequate parking and there is also parking behind the building for the employees of the Cedars of Chili.

JOHN HELLABY: Last thing is timeframe. When do you plan on doing this?

MR. BAUM: As soon as we have the go-ahead, we're ready to go. We'll get the permit and we'll begin.

JOHN NOWICKI: Did you have any idea when all of the construction will end there and will finish up?

MR. BAUM: As far as project or community center?

JOHN NOWICKI: Whole thing.

MR. BAUM: We're contractually ending August 31st.

JOHN NOWICKI: Next year?

MR. BAUM: Yes. This coming year.

LARRY LAZENBY: Just landscaping when they get around to it, when they begin the actual construction, because we saw nothing in what you submitted. Are you going to be landscaping the ground level landscaping around the fitness center?

MR. BAUM: They will be doing some updated landscaping. As far as our contract, we don't have the landscaping. They're going to do that in-house.

LARRY LAZENBY: It will be in-house?

MR. BAUM: Yes. By the Cedars of Chili.

LARRY LAZENBY: We didn't see anything to indicate what they will be doing for that structure.

MICHAEL NYHAN: So as you start to design your landscaping, we would like to have you submit that plan to our Conservation Board --

MR. BAUM: Absolutely.

MICHAEL NYHAN: -- for review and approval.

MR. BAUM: Very good.

MICHAEL NYHAN: Thank you.

LARRY LAZENBY: Thank you.

MICHAEL NYHAN: You're welcome.

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: Any conditions? I have so far the applicant supply landscape plan drawn by licensed landscape architect along with the required checklist of the Conservation Board for review and approval.

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

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

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

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

Any other conditions for this application?

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: So for the vote on application, application of DiMarco Constructors, 1950 Brighton-Henrietta TL Road, Rochester, New York 14623, property owner: Cedars of Chili Housing Development; for preliminary site plan approval to erect a 640 sq. ft. addition to community building, 12' x 16' storage building, and 16' x 28' storage building (to replace existing 16' x 28' storage building) at property located at 94 Old Chili Scottsville Road in R.M. zone.

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

1. The applicant shall supply a landscape plan drawn by a Licensed Landscape Architect along with the required checklist to the Conservation Board for review and approval.
2. Applicant shall comply with all pertinent Monroe County Development Review Committee comments.
3. All previous conditions imposed by this Board that are still pertinent to the application remain in effect.
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.

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

2. Application of American Packaging, c/o Lee Foerster, 100 APC Way, Columbus, Wisconsin 53925 for resubdivision approval of Lot ARB1 of the 100 Beaver Road Resubdivision into two lots at property located at 100 Beaver Road in L.I. zone.
3. Application of American Packaging, c/o Lee Foerster, 100 APC Way, Columbus, Wisconsin 53925 for preliminary site plan approval to erect a 400,000 sq. ft. light manufacturing warehouse at property located at 100 Beaver Road in L.I. zone.

Jerry Goldman, Matt Tomlinson, Lee Foerster, Travis Perry, Brendan O'Hara, Amy Dake, Mark Bolin and Jeff LaDue were present to represent the applications.

MR. GOLDMAN: Good evening, Mr. Chairman, members of the Board. My name is Jerry Goldman and I'm the attorney and agent for American Packaging Corporation who is pleased to be here tonight to present their application for preliminary site plan and subdivision approval for this project.

As Chairman pointed out, this project is to be located on a 47-acre parcel on Beaver Road not far from where QCI is. A little bit down the street and in generally the same area.

Um, I am going to do an introduction of the site, an introduction of this application. The primary presenter on the application will be Matt Tomlinson who is here from Marathon Engineering.

In addition, we have a number of people here available to answer questions of the Board. Lee Foerster, as you mentioned, Senior Engineer at -- at APC. Travis Perry, the Plant Engineer. Brendan O'Hara, who is at business development at APC. Amy Dake, SRF Associates, traffic consultants. Mark Bolin from the Pike Company who is a contractor. Jeff LaDue from SWBR Architects who is the project architect.

American Packaging is a great company. They have facilities in Rochester and in Wisconsin and Iowa and they're a very stable company. They have been in business for 102 years. It's primarily been held in two families and they have had five CEOs throughout that entire period. So we're dealing with a very, very stable, family-owned business.

What their business is is to provide flexible packaging for various industries. Food and beverage, health care, personal care. If you see packaging for Hersheys or Nestle or Kraft, it's likely going to be American Packaging. They do at these facilities just package -- just packaging materials, not product. So there is no product which is brought in. So we don't deal with odors or anything of that sort.

What is being done primarily at this facility is going to be the printing side of things and that is what we're here for tonight. The company has operations at Driving Park Avenue in the City of Rochester and now it's looking to do their major expansion here in the Town of Chili. We have been actively working on this application over the course of the last few months. Started out local by -- by meeting with Town officials. We did file an application in early November along with an Environmental Assessment Form. We met with the Town's DRC's Committee, staff committee to review the application and to get information. Meetings have occurred with the Traffic and Safety Committee. I believe you have the report in hand. Um, also, meetings have occurred with the Fire Marshal. I believe this matter was looked at by the

Conservation Board, although our formal presentation to the Conservation Board will be at the January meeting.

Also, we have received engineering comments as part of DRC from Lu Engineering and Matt Tomlinson and Marathon will be providing answers to those questions in writing.

Tonight we're here for the Public Hearing on the site plan, and subdivision. But also, the first step of the environmental review process. What was filed with our application was a full Environmental Assessment Form and we are looking to have this Board declare their intent to be lead agency for this -- the SEQR review. I'm sure the Board is fully familiar with what that means, but you will be the agency that will be conducting the environmental review on behalf of not only your Board but on behalf of all other Boards and agencies that have approval authority.

Tonight's meeting we expect is -- is going to be a fact-gathering information, both for the Board and information from the public. We will respond to questions from the Board as -- as they're raised. If there are things that we need to bring more information to bear on, we'll be providing answers in writing. If there is something more complicated.

The same with the public. We would request the opportunity to speak at the end of all of the public comments to address what we can now and then provide additional information in writing. We will be going to the Zoning Board relative to this application because the parking needs for this project are substantially less than what the code requires and to that extent we are looking for a variance to allow for less parking.

Also, we have an application for a variance to allow parking in the front yard. Our building is 900 feet back. There is a wetland area toward the front of the -- of the site, and logically, um, the parking goes in -- in the place that we're proposing and Matt (Tomlinson) will explain why.

Mr. Hellaby asked the question of the prior applicant about timing of the application. This is one where the applicant is prepared and ready to go. After getting approvals, assuming approvals are granted, um, they will embark on getting all necessary sign-offs and getting everything set with a full construction start during the earliest part of spring that they can get in. There is one large piece of equipment, big press, which does come in and that is slated to arrive on August 1st of 2017 and the intention is for this entire project to be operational on November 1st of 2017.

The development is proposed in two phases and the plans you have seen and what is up on the board, the darker area is the first phase of the project and that phase is 215,000 square feet. As part of that phase, there will be 150 employees on the site operating 24 hours, 6 days a week. Phase 2 of the project will have 120 people on each shift going 24/7. So the total project build-out will be 400,000 square feet on the site. Um, it's -- this is a benign industrial use as industrial uses go.

Um, in relative terms, it's a low number of employees for the amount of square footage that we're talking about. Um, which means low traffic generation. Shifts also, I should point out, are -- are at 7 a.m., 3 p.m., and 11 p.m., so trips are not going to be substantial, if at all, during the peak hours of traffic, which is normally what is analyzed.

There is also a little truck traffic which is going to be -- going to be occurring as a result of this, as we approach the second phase, because as Matt (Tomlinson) will point out, there is a rail spur in the back and there is going to be deliveries by rail.

Um, it should be pointed out that we did check and we're not looking at any real additional trips other than those which come by rail now. It's just a question that more goods will be coming in.

We have some wetlands on the site. We have one crossing that we have to do, but our plan is designed to avoid wetlands throughout -- throughout the site, throughout the front of the site and in addition, as you can imagine, industrial site in Chili, near the airport, everything else we have a fair amount of ambient noise and we have done some initial analysis and we'll be doing some more. We believe our operations will be around the ambient noise level which currently exists on the site.

With that, I will stop here and let Matt (Tomlinson) go and present the actual site plan and we'll be available to answer any questions that the Board may have.

MR. TOMLINSON: Good evening. As Jerry (Goldman) mentioned, my name is Matt Tomlinson from Marathon Engineering, and usually Jerry (Goldman) doesn't leave me much to say after he gets done going through it. I will touch on a couple things and then we can answer questions.

Jerry (Goldman) mentioned the building is approximately 900 feet from the road. We're approximately 250 feet from our east property line. That puts our east property line approximately 950 feet west of Archer Road. There is some residential on the other side of that, and the building being that far back from Beaver Road places the southeast corner of our building about 850 feet from the residential front on Beaver Road Extension just to our east.

Our driveway or main entrance to the site is -- a single entrance to the site is roughly 100 feet east of the existing driveway for the Jehovah's Witness building across the street and it's roughly centered between the two future subdivision roads that you have recently reviewed and approved for the subdivision across the street.

Siting the building where it is accomplishes a couple of purposes. Number 1, proximity to the railway was something that was important to American Packaging. Number 2, Jerry (Goldman) mentioned the wetlands and wanting to avoid impact to those.

In addition, the higher portion of the site is in the northern portion and so from a storm water -- storm water management facility standpoint, putting that down at the lower southern

portion of the site is a benefit.

And thirdly, it does increase our separation from adjacent residential uses, including the new residential going on the south side of Beaver Road.

As Jerry (Goldman) mentioned, by code, we would need to construct approximately 1,000 parking spaces on this site, give or take, and given the actual number of employees and very minimal visitors that this operation has, building that many spaces would create an empty asphalt field out here. So what we're proposing is a variance to reduce the required number down to 680, demonstrating that if a future or more intensive use was needed for this building, whether it was American Packaging or otherwise, there is space available for that.

But then in addition, we're asking that we would only construct 264 of those spaces and bank the remainder so that it could be built in the future, if necessary.

MICHAEL NYHAN: Could I interrupt you for a sec?

MR. TOMLINSON: Sure. I guess the gray -- not the gray color. The tannish color parking spaces are the ones you're proposing for now?

MR. TOMLINSON: That's correct.

MICHAEL NYHAN: And the green ones are the ones you're land-banking?

MR. TOMLINSON: That's correct. Jerry (Goldman) touched on traffic. We have had a full traffic report done, and if there are questions on that, I will bring Amy (Dake) up to answer any of those once we close out the presentation.

We have submitted to State D.O.T. -- I have verbal conversation with Dave Gehring, the head engineer at their Jefferson Road and they anticipate getting us written comments the first week in January. So when we come back before the Board again, I hope to have further information on their results of the study. Just that initial conversation covered no left turn being warranted during the first phase at a minimum and potentially only doing some shoulder widening under full build-out given that the majority of the traffic is off-peak, given the shift changeovers. The main peak is 7:15 to 8:15 in the morning and from 4:30 to 5:30 in the afternoon. So we primarily avoid those.

Jerry (Goldman) touched on the number of employees. 150 during the first phase. That's anticipated to be 70 employees at 7 a.m.; 40 at the 3 p.m. and 40 at the 11 p.m. Within one or two, that will be the split. So 70 vehicles arriving or leaving at one time is the most that will happen during this first phase.

From a storm water standpoint, we will be providing extended detention. There is a stream on the southeast corner cutting diagonal across there. That's a tributary to Black Creek so we'll be complying with all of the SPDES requirements working with the Town Engineer and Dave Lindsay relative to making sure that that is up to speed and getting all of the forms filed with the DEC.

We have had the wetlands delineated. We are disturbing less than a 10th of an acre by fill being placed for the driveway location. That crossing was selected as the narrowest part of the wetland and we'll be -- that paperwork again has been completed and submitted. We're waiting on feedback from that but don't anticipate any issues. We are within the thresholds for a nationwide permit which is typically granted as of right.

The -- we have met with the Fire Marshal, and with the Traffic Safety Committee. One thing that was brought up as part of that was providing auto turn analysis for the Board to review as well as Town staff, so that will be included in the follow-up submission that we have coming in order to appear before you guys again in January.

That's how the driveway and the turnarounds were designed, so we're confident we'll be able to answer any questions that way.

From a landscaping perspective, as you can see from the rendering and also from the plans that were submitted, the focus on landscaping has been the exterior perimeter of the site to provide some buffering as well as beautification of the site from the surrounding area. As up close to the building, there's not as much room as there is on the periphery of the site given how far set back that we are.

Lighting, there is no light spill anywhere. All of this will be down-lighted, dark sky compliant, LED lighting. We're at 22 1/2 foot height in the parking area itself but the loop road will have shorter lights, reduced light spill and glare from that standpoint. Building-mounted lighting will be relatively minimal. There will be egress and safety meeting any code for any lighting at the doors.

And I think I hit on everything -- oh, from the utilities standpoint -- I apologize -- there will be private utilities out here other than the sanitary sewer. Sanitary sewer, there is a district extension taking place right now for the sanitary sewer to provide sewer to the subdivision on the south side of Beaver Road, and we are working with the Gates-Chili Ogden Sewer District on that. They'll be taking dedication of the sewer within an existing easement that they own on the north portion of the property that is going to be running all of the way over to an existing manhole just north of the old QCI building and then the private portion will come into the site to service the building.

This facility uses no water during production. It's all plastics and resin based. So usage is extremely minimal for a site this large. And so there were some capacity issues that were raised prior to us providing further information to Gates-Chili Ogden Sewer District, but they have stated that they have capacity in their system for that connection point.

Water will be private, as well. There will be a hot box out near the road given how far back this sets. We're working with the Fire Marshal on hydrant placement, satisfying him as far as access around the building. And storm sewer will be entirely private and maintained by the

owner, and there will be an easement granted over the storm water management facilities to the Town of Chili in conformance with all of these regulations.

So with that, I will give it back to Jerry (Goldman). He can fill you in on anything I missed and we can answer some questions.

MR. GOLDMAN: I'm sorry if I covered some of the stuff you planned on covering. I was just hoping to introduce it and you can put it away.

A couple additional things for SEQR purposes, Matt (Tomlinson)'s office, I believe, has contacted the DEC with regard to any endangered or threatened species and received a letter indicating there are none on this site.

In addition, archaeological evaluation will be reviewed to make sure that we have no problem with SHPO and anything with regard to archeology.

It should be noticed that the banked parking is designed so that the area which is nearest the residences, especially on Beaver Road Extension, is not proposed for the first phase of the site. And at this point, our analyses are predicated on looking at the full build occurring approximately three years from now. So that is pretty much our timetable.

With that, I don't know if there is anyone else in here that wants to share anything? I think we'll stop here and address any questions of the Board. Thank you.

MICHAEL NYHAN: Thank you.

RON RICHMOND: As far as that Phase 2 goes, what would the total employee count be at that point?

MR. GOLDMAN: 360. There will be 120 per shift.

RON RICHMOND: Is that a 24 by 6 operation if I heard correctly? Is that Sunday, the day off?

MR. GOLDMAN: On Phase 1. Phase 2 it's 24/7.

RON RICHMOND: That is what I was going to ask. After Phase 2 will there be a 24/6 or 24/7?

MR. GOLDMAN: 24/7.

RON RICHMOND: The railing in of raw materials so that they can be produced and then shipped out, what would the process be to ship them back out?

MR. GOLDMAN: I have to defer to somebody who can address the egress.

Come up to the microphone and introduce yourself for the record.

MR. FOERSTER: Lee Foerster, Senior Engineer with American Packaging Corporation. With respect to shipping material out, it will go out by semi.

JOHN NOWICKI: Out by what?

MR. FOERSTER: Semi.

RON RICHMOND: Has that traffic been taken into consideration in the traffic study?

MR. TOMLINSON: Yes, it has.

MATT EMENS: So, Lee (Foerster), while you're up there, can you tell me a little bit about the process? So the stuff -- some of the stuff will come in on rail, and I'm assuming that not everything is coming in on rail. Only certain materials and then the rest would come in via tractor-trailer?

MR. FOERSTER: Correct.

MATT EMENS: Sounds like all of the finished product comes out --

MR. FOERSTER: By truck.

The resin comes in by rail. Raw stock in roll form will come in by truck. Inks will come in by truck. Flammable liquids will come in by tanker truck. Otherwise -- and everything goes out by truck.

JOHN NOWICKI: Just if you don't mind, how many trucks are you talking about on a daily basis?

MR. FOERSTER: We figure in full build-out, probably 20.

JOHN NOWICKI: 20 trucks a day?

MR. FOERSTER: Yes.

RON RICHMOND: So 20 trucks in, 20 trucks out?

MR. FOERSTER: 20 trucks total.

RON RICHMOND: What is the percentage of actual raw material that comes in by rail? Can you say?

MR. FOERSTER: There will be five railcars coming in a week.

JOHN NOWICKI: Do you mind? How soon do you expect to -- or who is responsible for the railroad siding, and did you -- did you -- CSX puts that in or you people pay for that?

MR. FOERSTER: We -- I'm in contact with CSX at this point. We will be putting in the rail side, but through CSX.

JOHN NOWICKI: Okay. Is there going to be an impact on local crossings in the neighborhood because of this railroad siding?

MR. FOERSTER: To my knowledge, no. But I am going to defer that to CSX. They're doing the study at this point.

JOHN NOWICKI: So we'll get a copy of that?

MR. FOERSTER: Correct.

MATT EMENS: Matt (Tomlinson), back to the wetland, so you talked about how you're crossing over that. But there is no buffer required because of the type of wetland it is?

MR. TOMLINSON: That's correct. This is a federal wetland. There are no State wetlands present on the site.

MATT EMENS: So you don't have to have any buffers. And the tenth --

MR. TOMLINSON: The 10th of an acre is the threshold for a nationwide permit. So under a 10th of an acre, it is -- no mitigation is required.

MATT EMENS: You're disturbing a 10th of an acre because of the drive.

MR. TOMLINSON: Or less. We're actually disturbing .04 acres in total for the site.

Disturbance is qualified as fill placed in the wetland. So, for example, we have two locations where utilities are crossing wetlands, but because that is excavate and replace, that is not quantified -- not defined as disturbance under the permit requirements.

MATT EMENS: Understood. Thank you.

MR. GOLDMAN: Crossings are also a nationwide permit. So we're in really good shape as far as the federal wetland program is concerned, and as Matt (Tomlinson) pointed out, we don't have any State wetlands on the site.

MATT EMENS: The underground storage tanks that are mentioned in page 3 of the -- can you talk about a little of those and it seems there is additional information needed for the secondary containment based on the -- some MSD sheets in terms of what those are.

MR. LADUE: Jeff LaDue with SWBR. On the north -- or southeast corner you're referring to the three. Those will be underground tanks, three 8,000 gallon tanks that will take -- they're receiving along -- just north of there, there will be a containment area for tank truck offloading, so there will be a manual turn key, shut it off, in case they have spill from the hose. But the -- but they're below ground tanks there basically. So the -- so that each tank would be able to hold one truck or -- right? One -- one delivery? One truck per, you know -- as they take them. And it's acetone that is used in the process. It's mixed with the ink and the printing process.

MATT EMENS: All three tanks are acetone?

MR. LADUE: That's correct.

JOHN NOWICKI: Is that ink combustible material?

MR. LADUE: Yes. So there will be a containment area that we have discussed yesterday with Building and Fire Marshal how to handle when they're offloading the material at that location. But that material is used strictly in the process end of it. So the -- the tank placement and all that, we meet all of the regulations for the material.

MATT EMENS: And the tanks in the back, which I see are incremental based on the Phase 1 and Phase 2, two tanks in the back to start going to five? Is that correct?

MR. LADUE: The current plan, as far as Phase 1, the resin tanks will not be going -- will not be going in Phase 1. The resins tanks are planned for Phase 2.

MR. TOMLINSON: That has been revised since the initial submission so that will be reflected in the next.

MR. LADUE: Once the rail spur is installed and the resin comes in -- and the resin is in pellet form. So it's not a liquid.

MATT EMENS: That's the only thing in those five storage tanks.

MR. LADUE: That's correct. So there will be the transfer point off rail and from there brought into the facility for the process.

MATT EMENS: So does that also eliminate the overhead piping for now?

MR. LADUE: Yes.

MR. TOMLINSON: For the first phase.

MR. LADUE: For Phase 1.

MATT EMENS: The parking --

MR. LADUE: So the material, that particular material is only -- is required to meet bulk handling. It's not -- it's -- would not be considered hazardous material.

MATT EMENS: It's separate.

MR. LADUE: Yes.

MATT EMENS: Okay. That's it for those on -- for that line. I guess the only other thing I was going to ask, Matt (Tomlinson), was the -- the parking lot, and I think Jerry (Goldman) can touch on that. So the parking lot is going to be sheet drained and the reason I think -- it sounds like you did the -- the parking, the long ways, is to try to keep it from developing across the front of the building or a different -- in a different fashion, if you will, because of the residential area; is that --

MR. TOMLINSON: Yes. A couple different reasons. Number 1, if we developed it going along the face of the building, that requires people who park to walk through cars or developing sidewalk and it's a little bit less efficient.

Number 2, given that the office and employee entrance areas are to the west side of the building, that keeps us closer for access. And minimizes what is required. That area over there, um, that's proposed to be banked, slopes pretty good down towards the pond and the wetland area, and, um, this also allows us to reserve a spot for fill to be placed for the Phase 2 without impacting other areas that are already developed, allows the plant to keep operating while Phase 2 is being built. So that was a consideration, as well.

MATT EMENS: Based on the distance, how far it is off the road, you still have to get a drive there. You still have to get the truck traffic around.

JOHN HELLABY: We're talking about both applications now I assume?

MICHAEL NYHAN: Yes. Correct. Yes, we are.

JOHN HELLABY: Um, do you meet zoning setback requirements? Because the dimensions weren't on the drawing and I'm not sure you do. But I'll take your word for it.

MR. TOMLINSON: We do. Um, the project statistics that call out those setbacks are on the note sheet. Um, but yes, we meet all requirements. There are no buffer requirements given

that all of the surrounding lands to this property are zoned Light Industrial, the same as our site, even the railroad actually. So from a setback standpoint it is relatively straightforward and we are -- we do exceed all of the minimum requirements.

JOHN HELLABY: All right. I will not steal the Town Engineer's thunder. He came up with quite an extensive list of stuff that he either needs or wants clarified. I do have some other questions. I guess I'm a little dense because I still don't quite understand what you're doing. I'm hearing resin pellets, but then I hear you're bringing in bags and just printing them there. I'm unsure of exactly what is going on in this building. I mean, are you making plastic bags and printing them similar to Mobil?

MR. GOLDMAN: Brandan O'Hara can give you a real good idea.

MR. O'HARA: Good evening. Brandan O'Hara. I'm the Business Development Manager at our site here in Rochester. Um, to try to clarify exactly what we're going to do here, um, we produce flexible packaging, and the packaging you that see on the store shelf, we print and laminate those materials together, and then we sell those to our customers in roll form, in roll stock. So in 600 pound rolls that go on a pallet, loaded onto a truck that gets sent out of that site. It's our customers who will actually form that material, fill it with product and that's what goes out to distribution. That's what we buy at the grocery store.

JOHN HELLABY: So say Mars candy came to you and said, "Hey, we need candy bar wrappers," that is something you guys make?

MR. O'HARA: Right. We could make that.

JOHN HELLABY: What happens to the operation down on Driving Park? Does that go away? Do you move out of that building in its entirety or do you continue to operate out there?

MR. O'HARA: We continue to operate out of that. Part of the goals of expanding here in Rochester was to keep that operation, keep all our employees, um, in -- and that is why we're -- would like to expand here.

JOHN HELLABY: So all of the employees at this location will be new employees or are some of them transferring?

MR. O'HARA: Some of them are transferring and that is part of the reason why we wanted to expand here. We would bring 30 of our existing employees from Driving Park into this operation for printing because we do operate one press at our existing site.

JOHN HELLABY: Um, just out of curiosity, I took the opportunity to Google map of your -- is it your Iowa plant?

MR. O'HARA: Yep. Story City, Iowa.

JOHN HELLABY: How old is that plant? Do you know?

MR. O'HARA: '97.

JOHN HELLABY: You put an addition or something on that plant?

MR. O'HARA: Yes.

JOHN HELLABY: I was going to say because the outside does not look too -- in this photograph --

MR. O'HARA: They have actually gone through several expansions over the years.

JOHN HELLABY: The tanks that are on the other side of the railroad track at your Iowa facility, are those your tanks, the ones along the track? Just out of curiosity, because I'm trying to place in my mind what the tanks at this one are going to look like. I know you have tanks at Driving Park, but I don't think they're very high.

MR. O'HARA: It's a grain elevator.

JOHN HELLABY: All your stuff is underground?

MR. O'HARA: That's correct.

JOHN HELLABY: Well, like I said, the engineer did a great job looking for some answers.

JOHN NOWICKI: In reference to the Lu Engineers letter that you probably got a copy of, from Mike Hanscom?

MR. TOMLINSON: Yes.

JOHN NOWICKI: Item number 31, he says here, "We request the applicant to provide a written reply to each of the comments contained within this letter." I would appreciate it if your reply, every member of this Board gets that in their mailbox, a written reply to all of the comments on the letter.

MR. TOMLINSON: We'll have a written response to those in the package that comes back to the Planning Board for the January meeting.

JOHN NOWICKI: Okay. And then -- then have in that package also a copy of the New York State Highway Department results as far as traffic.

MR. TOMLINSON: We need to submit that package to you guys next week in order to be on for a January meeting which may or may not be a special meeting. We'll have that discussion with Town staff. But we'll provide the DOT comments as soon as they're received. We anticipate getting those the first week in January.

JOHN NOWICKI: The trucking you have going in and out, you're talking about bringing the pellets in by truck initially?

MR. TOMLINSON: Correct.

JOHN NOWICKI: The railroad siding, that will take one, two years down the road to get in there?

MR. TOMLINSON: Approximately. Two years.

JOHN NOWICKI: They will start bringing in pellets that way?

MR. TOMLINSON: Correct.

JOHN NOWICKI: The truck, the finished product is going to be going out by truck?

MR. TOMLINSON: Correct.

JOHN NOWICKI: And again, the -- the number of trucks per day I think you said was 20.

MR. TOMLINSON: 20 total trips, yes.

JOHN NOWICKI: So tractor-trailers?

MR. TOMLINSON: Yes.

JOHN NOWICKI: So we want to pay attention to the traffic study.

The other thing, have you received a copy from the Monroe County Department of Planning and Development comments?

MR. TOMLINSON: We have got that late this afternoon, yes.

JOHN NOWICKI: There are some comments in there with regard to the State of New York, so we'll wait for your results on that, too, and comments on that.

MR. TOMLINSON: Yes.

JOHN NOWICKI: And, of course, it's the full Environmental Assessment Form we'll be paying attention to at further times. Thank you.

DAVID CROSS: You didn't leave me much, did you? Just a quick question. Um, is this going to go in front of our Architectural Advisory Committee? Has it or will it at some point?

PAUL WANZENRIED: No. Not required.

DAVID CROSS: Not required. Just -- I'm not an architect, but, you know, there is a huge building and there is a huge expanse of white, you know, kind of long, linear, nothing really to break it up. I don't know. It seems like maybe some other thought could be put into the look of this thing. Not against the colors, but maybe, I don't know, something.

MR. LADUE: The -- because of its distance from the road, the idea was initially -- so the focal point would be from an aesthetic standpoint, you know, the main entrance. We can look at possibly, you know, accenting that wall, but that -- but along that side of the facility, the street side, we could look at certainly gating that as a possibility.

DAVID CROSS: Are those the colors you would be proposing?

MR. LADUE: Yes. That is the company brand, the print blue.

DAVID CROSS: I like the focal point. Just something more creative to break up these long expanses of "warehousy" looking.

MR. LADUE: I think the idea would be to -- again, from the balance of the landscaping, you know, out front, its relative position from the road and distance, um, we were playing with certain focal points for color, knowing -- but we can have discussions about that and see where --

DAVID CROSS: I appreciate that. And then back to the truck traffic, um, I heard about the volume and so forth. But how -- how -- where would these trucks be going? Do they have to get out to the interstate system, out to the Thruway? Would they head east, west, south, generally? What would be, I guess, their route?

MR. FOERSTER: I believe the route would be west, back to the interstate. They would definitely be headed to the interstate and coming from the interstate. I think they would -- just looking how it is laid out, I would expect that they would go west on Beaver Road.

DAVID CROSS: West on Beaver Road to Chili.

MR. FOERSTER: Right.

DAVID CROSS: Union to Chili, something like that?

MR. FOERSTER: Yes.

DAVID CROSS: I looked at the grading plan briefly. I guess I'm interested in maybe seeing a little more berming associated with those extended detention ponds. Matt (Tomlinson), maybe -- and Larry (Lazenby) might have some better comments on this, but some, you know, better combination of plantings and berming, really all over, you know, the road -- along Beaver Road and up along the side there. So, um, your comment on that?

MR. TOMLINSON: Sure. So as far as along Beaver Road, one of the challenges here is there is a 36-inch pipe under the road and we're limited as how much water we can store on our side of the road where in the event of a catastrophe or that culvert plugging, it wouldn't cause a flood over the road. And so as far as the banks on the ponds and how high I can get that, I'm limited. There may be something we can do on the west side of the access road there. There is a natural elevation or a knoll there a little bit. We could look at putting some additional plantings on that.

As far as going along the outside boundary of this site, again we can look at that. It does naturally rise over there and we're providing a fence and some plantings along that side, so we can work with Town staff on addressing that.

DAVID CROSS: I appreciate that.

JOHN NOWICKI: Quick question. Are you planning on storing tractor-trailer trucks onsite, and if you are, how many?

MR. FOERSTER: No trucks.

MR. TOMLINSON: There may be an overnight or do they come and go?

MR. FOERSTER: They come and go.

MICHAEL NYHAN: To follow up with questions on the elevation, one of the things we like to see or goals for Limited Industrial is to make it look like a park-like setting. I know you have a lot of elevation, but I would like to see an elevation at least for the front of the building, some sort architectural design to break up the expanse of the white. You're showing a very small portion. So perhaps an elevation that would show what the landscaping would look like if you're planning on using that as part of breaking up the front of that building, what it would look like when you build it out as well as maybe ten years from now. But also architectural design to the

large expanse. It's a long -- I think it's a 50 foot high building; is that correct, or 45?

MR. TOMLINSON: 32 to the deck and a parapet, so roughly about 40 feet.

MR. LADUE: No. 35 feet.

MATT EMENS: It says 36'4".

MICHAEL NYHAN: And all your rooftop units will be concealed behind that parapet; is that correct? You wouldn't be able to see anything on the roof.

MR. LADUE: A screening, yeah.

MATT EMENS: Can I touch on that? So maybe you can speak a little bit about the materials that we're looking at, too. I'm guessing it is metal panels or concrete?

MR. LADUE: Pre-engineered metal building. It will be a -- basically a vertical rib on the bulk of it and then we'll look at more architectural treatment at the -- what you're seeing in the perspective at the entrance. But it's -- it would be all metal and glass obviously.

MATT EMENS: Some kind of a metal --

MR. LADUE: Yes. We're showing a (unintelligible) mounted in the building, along the edge there.

MATT EMENS: It's a two-story space or just large atrium in front?

MR. LADUE: Plan is for two-story space. There is a mezzanine space plan on the east/west direction of the facility along that edge, and that portion of it is planned for a -- for an admin office and staff and then an executive area in the upper level.

MATT EMENS: Just sorry to beat the dead horse, but the same thing. This looks great (indicating). Obviously it is the first time we're seeing it, so we're processing it slowly here. But the front wall, however many hundreds of feet that is, um --

MR. LADUE: We'll find something that -- the balance, as you would know, would be the balance between the facility itself, what it is and budget. So we'll work with the owner on looking for options to present it for your approval. Obviously I think the idea is we want to meet -- we want something that everybody is looking forward to aesthetically and we'll certainly look into that and -- and return with some revisions to that to address that concern of the Board.

MATT EMENS: It might also -- you know, I have mentioned this before to other applicants, but it also might behoove you to have something other than just the front entrance and the elevations. Maybe something that shows the front shot of, you know, the perspective of the building with the parking and the landscaping. Then it seems a bit less, you know -- a little bit more palatable.

MR. LADUE: Right. So we'll work with -- you know, put together probably a view from Beaver Creek to at least get perspective about the distance from our building and what it is relatively you're concerned about at that distance.

JOHN NOWICKI: I just wanted to go back to the noise situation and ask what type of rooftop units are you putting on this building and how many will be up there and how are you going to block their view from -- from the --

MR. LADUE: Right now we're in the middle of basically determining the numbers and based on placement, we'll be returning with an option what we're proposing for screening them. But at this point, we're -- you know --

JOHN NOWICKI: So we can look forward to having a report on that number?

MR. LADUE: The numbers, yes.

JOHN NOWICKI: Size, shape, noise.

MR. LADUE: There will be -- if -- we'll return with the information or present that with the application when it comes to you.

JOHN NOWICKI: Okay. Look forward to it.

ERIC STOWE: My initial comments were based on the EAF that -- and I caught the same -- many of the same ones that Mr. Hanscom did.

Just permitted uses and unanswered questions and answered not in conformity. So those are my preliminary ones and any easements be reviewed by the Town when you're doing storm water and all that kind of stuff.

PAUL WANZENRIED: No comment.

MIKE HANSCOM: No additional comments.

DAVID LINDSAY: No comment.

LARRY LAZENBY: Just a couple of questions regarding when I look at the architectural drawing picture that you gave us, are there going to be foundation plantings around the building?

MR. TOMLINSON: There are. If you will notice, the rendering and the plans that you submitted had a larger bumped out office. We didn't want to develop those foundation plantings until that building was finalized.

Now we have got an angled entrance with a little bit more room to provide those, so that will be in the next package that comes to the Planning Board and we're planning on coming to the Conservation Board in January, as well.

LARRY LAZENBY: Okay. Will you be coming with a fall landscape package because there was nothing in the package that came last time? There was no legend on the types of plants, the trees or anything else. So I mean, we -- you know, we traditionally see that, telling us what is going to be planted, where they're going to be planted. And for a project of this magnitude, as I mentioned in my notes, um, we look for all of that to be done by a licensed landscape architect and that was -- there was nothing in there from a licensed landscape architect.

MR. TOMLINSON: That's correct. All that information will be in there. We're utilizing Heinrich Fischer who is a registered landscape architect. He is putting the plans together and I

can probably have him with me at the Conservation Board to answer any questions that might be asked.

LARRY LAZENBY: That would be great. The only other question I have is at the point where the driveway crosses the narrowest part of the wetland, um, is there going to be a pipe under that or is that going to be just part of the road?

MR. TOMLINSON: There will be a pipe under there. We'll maintain drainage through the wetland and it's going to be an oversized pipe buried 20 percent to allow for a natural channel to form in the bottom of it.

LARRY LAZENBY: The only other thing I want to piggy-back -- I can't remember who said it up there, was there any type of plantings or buffering that would be between the parking Lot Number 1? I don't know how to phrase it. The parking Lot Number 1, where you're actually going to pave over the part and make spaces, and that's -- that is going to come closest to the western part of the wetland. If we could make sure that there is something between that parking area and the wetland, whether it be a raised buffer, whether it be a -- particular types of plantings, to -- there is going to be a lot of drainage coming off that, off that blacktop, because it's never been there before. And that's the direction that it is going to drain. So, you know, if there is something to minimize the -- the debris that is going to be taken into that, or -- and the same thing on the west, when you eventually finish that parking lot that is going to be in the green, that I can see from here, that's going to drain into the other part of the wetlands, something that -- so it is not just a direct whoosh flow right into the wetland.

MR. TOMLINSON: Sure. I can address those now. Our proposed grading plan has that entire westernmost portion of the parking lot sloped toward the green island in between them, and that's going to be a bio retention facility to provide green infrastructure there. The only thing that will be draining towards the wetland on the west portion will be the lawn area of the back side of the sidewalk. So we're not directing any impervious runoff to that portion of the wetland.

And then secondly for the banked parking, I'm creating a swale in between parking in that loop road and that will be picked up and taken directly into our storm water management facility so none of that will directly discharge to the wetland. It will be treated in the ponds first and then discharged to the stream.

LARRY LAZENBY: Our main concern is -- naturally is the wetland, but also the concern that everything eventually ends up going to Black Creek anyway. So it is not just at wetlands, but ultimately what ends up in Black Creek. We look forward to seeing that also at the Conservation Board, but thank you.

Before I go the public hearing, I wanted to have a discussion with the Board relative to the Town's comprehensive plan on this application. In review of that, I just wanted to hear if anybody has any comments and what I have are contrary to that. But this land has been zoned Limited Industrial for over 20 years at this point and this a permitted use on this land relative to our Town Code. It's also in concert with the Town Comprehensive Plan to provide good, stable employment to our opportunity, as well as, you know, to use existing for new Light Industrial which is also in concert with that plan.

And it also aligns future land use area for the CSX and from the Town DPW, all of the way over to Archer Road as Limited Industrial.

Again, it's in concert with our Town Comprehensive Plan and follows the Town Code, as well.

Does anybody have any comment on that or found anything different or contrary to that with the Comprehensive Plan? Good. With that, I will open this to --

JOHN NOWICKI: Quick question.

Does that have something to do with the bicycle and pedestrian plan?

MICHAEL NYHAN: It does outside of it, but it does run along the side of it.

JOHN NOWICKI: Will that have an impact on the New York State DOT study or the traffic studies that are impacting this project?

MICHAEL NYHAN: It may. I don't think it will impact the New York State, their study. They will tell us what they find.

But I will make a comment that in review of that pedestrian plan, we may be asking for having the Town look for a sidewalk in the front of that building along Beaver Road and we're working with the Town and the Comprehensive Plan to connect that entire area back to the Chili Center area. So I think we'll probably work closely with Dave -- I'm sorry, David (Lindsay) and Paul (Wanzenried) in the Building Department in looking at possible sidewalks in that area before the next meeting. Because part of -- that is a good point.

Part of that plan does indicate sidewalks for that area that connects those neighborhoods that are being built there to the Chili Center area. So we're talking about just the front portion of the property. So we'll take a closer look at that and let you know, Matt (Tomlinson), what we're looking at possibly there.

COMMENTS OR QUESTIONS FROM THE AUDIENCE:

GEORGE PETERSON

MR. PETERSON: My name is George Peterson and I'm your closest neighbor. I live on Beaver Road Extension. So I have a couple of questions. First, you talk about the trucks. With the fact that you have something in Driving Park, I don't know if there is stuff going back and forth between the Chili plant and Driving Park plant, but I have a tough time believing that thinking all of the trucks leaving will go west, get on Union Street and go out that way. If you

have to go east, I have a feeling that they won't go up Union Street. They'll go up Coldwater Road transporting anything east of Chili, which brings a concern about that much traffic with Beaver Road Extension. It is really a 4 ton weight limit. With acetone and some of the stuff, I -- I just hope that Beaver Road Extension does not become a thoroughfare for all these trucks. We get the Town trucks going down there now quite a bit and a couple tractor-trailers which binds up traffic when they're trying to make a left-hand turn on Beaver Road Extension. But I do have a concern with additional traffic on Beaver Road Extension. I don't know if you guys can control your drivers, have them go down to the light and go that way.

MICHAEL NYHAN: Do you understand, Lee (Foerster), where that is, avoiding that street and going through the intersection where it is signaled?

MR. FOERSTER: Yes.

MICHAEL NYHAN: Thank you.

MR. PETERSON: We talked about ambient noise and doing decibel ratings. Which if you're doing an A shift only, that would be okay. But the fact you go 24/7, I really think you need to have somebody do the same noise level at 1 in the morning because you don't have airplanes and everything is a lot quieter. In the summertime with all these homes coming up, people will want to sleep maybe with their windows open. I would like to -- hopefully we're not going to have a lot of noise coming in.

Some of the history, because I have lived there -- my parents bought the house in '63 and I have basically lived there. When Case Hoyt was in full operation, they had a shredder on the roof that was very annoying. Also was very annoying with all their lighting because they didn't use downcast lighting, so I had lighting into my bedroom. It's a lot better now they shut off all of the lights. I know you mentioned downcast lighting. There is many colors. I hope it's not the real bright, bright white LEDs but something that more blends into the environment. A good lighting I always liked is the ones that light up the roadway into Wegmans off Chili Avenue. They're a flat light and not really that obnoxious. I hope you do your best to eliminate the light exposure.

Then I heard mention about overhead piping. I guess that is down the road. Is that for pellets coming through overhead?

MR. FOERSTER: Yes.

MR. PETERSON: That works on a vacuum system?

MR. FOERSTER: We're looking to go with a pusher system.

MR. PETERSON: There again, the reason I get concerned, when I was at Kodak and I had plastics and pellets, I know how noisy that can be. That is a concern that I have.

The last question, I guess, right here (indicating), is that the current ditch that does run up through there or is that --

MR. FOERSTER: Yes.

MR. PETERSON: Because I'm right there, next to you guys, I'm kind of curious, right now, there is kind of -- on this side of the ditch is a little bit of a buffer. Will that all be cleaned out or are you leaving that natural, as it is?

MICHAEL NYHAN: George (Peterson), are you talking about the space where there is trees at the end of Beaver Road Extension?

MR. PETERSON: Yes. That border right up to my property. Yes.

MICHAEL NYHAN: Is there any plans to disturb or touch any of that area?

MR. TOMLINSON: We'll be supplementing some plantings right at the south, southernmost corner of that, but we will not be clearing anything in that area. So no disturbance other than a couple trees being planted.

MICHAEL NYHAN: Okay. Thank you.

MR. PETERSON: Pretty much that is all I have for now.

MICHAEL NYHAN: With that, I will leave the Public Hearing portion open as ultimately we'll be tabling this for further SEQR review.

Jerry (Goldman), did you want to address any of the comments made? I guess one in particular was the pellet noise. We had that comment before. Is there any noise if you're pushing this through the system or do you know what that level could be or will you provide that in the future?

MR. GOLDMAN: We will provide that information with our next submission. Our next submission will be coming up at the next deadline for combined preliminary/final on this. We'll also have the ability to meet with DRC to address any staff comments or any additional information which is desired as a part of that submission.

MICHAEL NYHAN: Okay. Thank you.

I did have one other question on the traffic study, listed as page 5, last page. It talks about the number of vehicles entering and exiting and it shows zero entering, 40 existing for the first shift. Is that accurate? You will have vehicles entering and existing for every shift, correct?

MS. DAKE: What that shows is what is entering and exiting during the peak hour. The morning peak hour on the roadway is 7:15 to 8:15 in the morning and because the shifts start at 7 a.m., the employees actually arrive around 6:45, so that they're there and able to punch in at 7 a.m., so that is why you see no traffic entering during the a.m. peak hour.

MICHAEL NYHAN: Thanks for the clarification. Appreciate that.

I also did notice, I wanted to point out you contacted the Town when you did your study, and you took into consideration the three projects, the Vista Villas which is under construction, the convalescent care facility which would be on Chili Avenue right across the street from here and also the Rose Hill Estates?

MS. DAKE: Correct.

MICHAEL NYHAN: All of the volume from those were taken into consideration when you conducted your study; is that correct? Could you just gave your name?

MS. DAKE: Amy Dake with SRF Associates. That's correct. We did include all of those and it is also important to point out that the afternoon peak hour we studied for the site is 2:30 to 3:30 in the afternoon which brackets our shift change and all of the traffic from those three developments were also added to that peak hour which isn't actually accurate. It's taking a worse-case scenario into account for that time period because the peak hour for those three developments is really 3:45 to 4:45.

MICHAEL NYHAN: Okay. Thank you.

Before I move to SEQR declaration, any other comments?

JOHN HELLABY: Do they need to amend this or revise?

MICHAEL NYHAN: Yes. We'll be tabling this action until next month, but before we do that, they will be -- that has already been mentioned that he will be revising that and resubmitting it. We're talking about the long form environmental form.

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 a Type I action. The Planning Board will send notice to all interested parties and declare our intent to be lead agency. John Hellaby seconded the motion. The Board was unanimously in favor of the motion.

MICHAEL NYHAN: So at this time, I'll make a motion to table this at the request of the applicant to complete all of the SEQR requirements and for the preliminary information that has been outlined at this meeting. John Hellaby seconded the motion. The Board was unanimously in favor of the motion.

DECISION: Unanimously tabled by a vote of 6 yes to table the above described applications to the special January 17, 2017 meeting for the following reasons:

1. SEQR input is incomplete or missing.
2. SEQR requires the long form Environmental Assessment Form.
3. Other approving agencies input necessary for approval not complete.

Note: The public hearing has been kept open. Therefore, new signs must be obtained to post and maintain as per Town Code.

MICHAEL NYHAN: We'll see you next month. Thank you.

Michael Nyhan made a motion to approve the 11/15/16 Planning Board meeting minutes, and Ron Richmond seconded the motion. The Board was unanimously in favor of the motion.

The meeting ended at 8:13 p.m.