

2030 Comprehensive Plan Committee Meeting
7/18/2017

A meeting of the 2030 Comprehensive Plan Update Committee was held on July 18, 2017 at the Chili Town Hall, 3333 Chili Avenue, Rochester, New York 14624 at 6:00 p.m. The meeting was called to order by Supervisor David Dunning.

PRESENT: Supervisor David Dunning, Ron Brand, RLP Plans, Paul Wanzenried, Building Department Manager, James Ignatowski, Architectural Advisory Committee Chair, Al Hellaby, Planning Board VC, Steve Tarbell, Traffic & Safety Committee Member, Dorothy Borgus, Resident.

ABSENT: None

Supervisor Dunning: Dawn was not able to complete the minutes just so you know the recorder did not do what we hoped it would do and it did not automatically transcribe them. As a matter of fact, it sounded like a story from Disney than from our meeting it cannot differentiate between all of our voices and cannot tell the difference of anything and separate out the context.

Dorothy Borgus: Is this the same one.

David Dunning: It is but this one at least works the other one was shutting off in the middle of things and we were not getting entire minutes so this one at least does work and we can record it to the computer and she can transcribe it from there so there are no minutes to approve. I believe we left off on 6-9 is that correct.

Ron Brand: Yes, page 5-9.

James Ignatowski: Sub-Area #3.

Steve Tarbell: Yes, because I did not think we did these in the beginning.

David Dunning: That is right; I am looking at the wrong page then. Okay.

Dorothy Borgus: What did we leave off with?

David Dunning: Sub-Area #3, 5-9. All right, anyone have anything on Sub-Area #3?

Paul Wanzenried: Do we want to remove the word "hamlet" someone define what a hamlet is. Chili Center Hamlet.

Ron Brand: Well you can remove the word hamlet but then you have to stand the wrath of God of your Town Historian because hamlets are sacred cows in NYS. They have a lot of historical value and they are very symbolic.

Paul Wanzenried: Yes and I see a sign as hamlet on Coldwater Road for the hamlet of Coldwater. But I have yet to see something that monitors Chili Center as a hamlet.

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Ron Brand: That is very simply done all you have to do is petition the State DOT for a hamlet sign and give them the description of it.

David Dunning: I believe throughout the document a hamlet is mentioned as it refers to Clifton, North Chili, and Chili Center.

Ron Brand: West Chili.

David Dunning: I do not know that we refer to that in this document as a hamlet.

Paul Wanzenried: Clifton I can see as a hamlet.

David Dunning: Go on Paul's question though Ron because we had this conversation when we did this, actually I believe when we talked about hamlets and I guess I still do not understand. So if someone at some point actually petitioned that or applied to the State to define this area as a hamlet there would be a document of that some sort correct.

Ron Brand: I am sure if you go to the for example the State DOT maps that they have you will find hamlets on those maps.

Steve Tarbell: Don't they normally put up signage for that, I know that in my past experience in Wyoming County we had signs for all these hamlets.

Ron Brand: Absolutely.

Steve Tarbell: Is there any signage here.

Al Hellaby: Is there any benefit to that though other than a sign.

Paul Wanzenried: And why do I want four, Clifton I can understand but why is North Chili a hamlet vs in Chili Center I do not what is the benefit of calling it a hamlet. Why do I need five different hamlets?

David Dunning: For the sake of argument, let's get with not only Peter Widener and even if we have to get to the State to see how it is defined there and there should be somewhere some official documentation of that. We will verify that and go from there.

Ron Brand: If the issue is that there is not signs that say Chili Center hamlet then it is a simple process of getting. Which I am surprised that there is not because the State DOT does not well at least they will tell you that they do no put up exit signs that identify something like Chili Center if there is not a defined hamlet.

Steve Tarbell: But there is on 490 signs.

David Dunning: There is West Chili, North Chili, Chili Center and no Clifton.

Ron Brand: I can tell you the Town of Farmington for years tried to get Exit 44 identified as the Farmington exit because it was in Farmington. The Thruway Authority came back and said there is no hamlet, there is no village, and so we went out and created the hamlet of Farmington. Then they put it on

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the thruway. I know you have Chili Center on 490 and if you do not have the hamlet signs for Chili Center then I would strongly recommend that you get some.

David Dunning: Okay we will look into that.

Ron Brand: Sorry.

Paul Wanzenried: Oh, trust me it is not a dead dog yet.

David Dunning: In Sub-Area 3 as a whole would not this section become our Chili Center Master Plan.

Paul Wanzenried: That is what I thought down farther I had the same question.

Ron Brand: Yes and you should have a revised map of Sub-Area 3 that reflects what that master plan document is called.

David Dunning: I guess or maybe I did not say this correctly but should this not complete Sub-Area 3 and then just become the Chili Center Master Plan. Would you not insert it here?

Ron Brand: You could insert it here or you could insert the Chili Center Master Plan as appendices to this document and summarize what is in that master plan, what it is recommending and what the drawing looks like. That way with like the Farmland Protection Plan that you are going to amend into this document.

Dorothy Borgus: That seems more logical to me.

David Dunning: To what?

Dorothy Borgus: To do that.

David Dunning: To put it in the appendices?

Dorothy Borgus: Yes because these are just generalities. I guess most of them will still be appropriate, the narrative here would still be appropriate.

Paul Wanzenried: Do we know in the last paragraph, do we know that re-development within the community in Chili Center would be eligible for State or Federal funding assistance.

Dorothy Borgus: I questioned that too.

David Dunning: The answer to that is yes, we do know that. We are actually applying for a grant right now on Federal and State grants. The application is being written as we speak.

Dorothy Borgus: What would that cover?

David Dunning: The one we are working with is through the Federal EPA and it is for restoration, creation of parkland.

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Dorothy Borgus: You mean for a park.

David Dunning: This particular one is. The second one is for recreation facilities and that is a State one the Federal one is for the park property itself renovations, creation that kind of thing.

Dorothy Borgus: So then we are talking about coming up with a different map.

Ron Brand: That is my thought. If we are defining Sub-Area 3 and have the Chili Center Master Plan then we ought to have the two linked together as Sub-Area 3 and make continuity there. My thought is that those two grant applications that you are seeking, you may want to identify them in this Sub-Area if it is Sub-Area 3 as you said that in the event that the first round does not get funded, subsequent rounds you can clearly show that is a specific recommend action in your comprehensive plan. Now that means a lot to the State and Federal agencies funding programs. So just a narrative, you will have that by the end of next week.

David Dunning: The 28th yes.

Ron Brand: So we could easily verbiage or whatever.

David Dunning: Okay.

Ron Brand: Okay I think that would be a very strong recommendation.

David Dunning: There will be significant changes to this map though. Yes because this one is even inaccurate where it shows the PNOD. Only part of that was actually PNOD that one long section is now not PNOD it never was. It is zoned residential. And the extension of the municipal properties and the municipal properties boundaries are much different too. Anything else in the text of Sub-Area 3 on page 5-9? 5-11?

Paul Wanzenried: Paragraph three, “in addition to a hamlet master plan” where is the hamlet master plan. Is it something that we have developed?

David Dunning: If you are calling Chili Center a hamlet then the Chili Center Master Plan which is then the hamlet if hamlet stays as the language.

Ron Brand: There you can say Chili Center Master Plan.

David Dunning: Yes.

Paul Wanzenried: Okay that is fine that is the first sentence, the second & third sentence, “one of these safety improvements recommends the installation of roundabout at the intersections of Beaver Road with Chili/Scottsville Road and Archer Road”. Archer and Beaver are now a signalized road so that is not going to go to a roundabout.

Ron Brand: Take out Archer Road and Beaver Road because it is no longer relevant.

Dorothy Borgus: That is not going to happen.

Ron Brand: There is a signal there.

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David Dunning: We had that signal there since this was written. That signal has been there for how long.

Dorothy Borgus: A long time.

Al Hellaby: The signal they expanded it though with the turn arrows when they did the widening of it.

David Dunning: No, he is talking Archer and Beaver.

Al Hellaby: Oh, that is right.

David Dunning: Archer and Beaver has been there a long time until the car hit it and took it out then it was down for about a year other than that it has been up there for probably better than twenty years. Maybe even longer, that should not have been there to begin with.

Dorothy Borgus: That should not be there.

Ron Brand: Do you still want to continue to recommend the roundabout?

Steve Tarbell: Well what happened right now because of the future development of Rose Hill and American Packaging we still do not know what it will impact on that intersection there and maybe a roundabout would be good for there down the road. That study they did are we still going to ask for it, I have not seen it, the Traffic & Safety Committee they did a traffic study. How do we know three to four years from now if that study is not true I mean maybe there will be more problems at that intersection?

David Dunning: The traffic study should be on file with the Building Department; if anyone has asked the Building Department for it, they should give it to you and likely would. So apparently, no one has asked for it.

Steve Tarbell: I think that they asked by email or.

David Dunning: It is probably too big to send by email.

Steve Tarbell: Too big to send.

Paul Wanzenried: You can come in and grab a hard copy or look through the hard copy.

Steve Tarbell: Okay.

James Ignatowski: What problems do you see happening?

Paul Wanzenried: Both American Packaging and Rose Hill had to submit traffic studies at the Planning Board.

Steve Tarbell: I mean it gets kind of hectic during and I do not know what is going to happen when that all gets going full. Whether it will be okay or.

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James Ignatowski: They have long though fares in every direction so if traffic backs up it really does not affect anything.

Steve Tarbell: It gets especially worse when the trains are going then that has a domino effect.

James Ignatowski: Right.

Paul Wanzenried: That only effects Archer.

Al Hellaby: Ballantyne, that backs up to where Ballantyne turns before.

David Dunning: So a roundabout was really considered at Beaver Road and Chili/Scottsville Road.

Dorothy Borgus: Looking at that no.

David Dunning: That is where the light is.

Dorothy Borgus: Right and that is not right either.

Paul Wanzenried: That would make the most sense for a roundabout.

Dorothy Borgus: Actually, Beaver Road and Chili Avenue.

David Dunning: No, that is down lower that is further down. I do not remember Beaver Road and Chili/Scottsville Road; it is where the flashing yellow light is.

Al Hellaby: It was down by Nowicki' s place.

David Dunning: Correct, right that is one that has been talked about.

Paul Wanzenried: That is not the one that is referred to here.

Dorothy Borgus: I do not know.

David Dunning: That is got the flashing yellow light now.

Dorothy Borgus: Right was that on the map, I would have to look back but I remember we had those things on traffic problem areas on one map and I do not even remember that was even flagged as a problem area.

Paul Wanzenried: I believe it was Dorothy.

Dorothy Borgus: Was it, I do not know but I cannot imagine a roundabout there at Beaver and Chili/Scottsville Road.

Paul Wanzenried: I think that is the best place for it the site distance.

David Dunning: The site distance is terrible.

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Paul Wanzenried: It is perfect for it.

David Dunning: That does not change anything you start getting into that circle and it is not going to change anything.

Steve Tarbell: The only problem now is that I had some discussion about is the only issue now is about having enough land now.

David Dunning: That is the issue with all of them.

Dorothy Borgus: They take a lot of space.

James Ignatowski: With intersections, people forget that when it comes to stopping it is not who gets there first but there is a pattern you are supposed to follow and that is not always followed.

Steve Tarbell: I agree I think it would be a good.

James Ignatowski: Yes.

Steve Tarbell: You are right I think it would be a good spot for that.

Paul Wanzenried: My thinking is that would be the best spot for it.

Dorothy Borgus: Do you want to leave that in? What about Archer and Beaver are you going to leave that in.

Paul Wanzenried: The reality is that two most recent traffic studies that were generated for the two projects on Beaver Road basically stated that the existing roadways and signalized intersections were adequate enough for the traffic that would be generated by these two projects in addition to the existing traffic.

Al Hellaby: You are correct.

Paul Wanzenried: So why would we go against that.

Dorothy Borgus: So you are saying to take that sentence out about roundabouts is that what you are suggesting.

Paul Wanzenried: Actually what I am saying is everything after the first sentence can go unless we feel differently.

Ron Brand: I do. The reason I feel differently is you are binding this document not to just address existing conditions you are writing it for future conditions down the road and you are trying to identify what areas you want at least studied for such improvements.

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David Dunning: Would you then instead of saying and specifying roundabouts as the solution which may or may not be the case wouldn't you or couldn't you add language that would basically say traffic calming or traffic whatever I do not know what the appropriate word would be to keep traffic flowing or moving safely in this area rather than specify a roundabout which kind of pigeon holes you into the one thought process.

Ron Brand: Well it is the only thought process that you have other than a stop light.

Paul Wanzenried: I think I would just word it as "continue monitoring of the following intersections" and revisit it at certain timeframes or something like that. Based on current studies nothing really has to be done with these intersections. However, the comprehensive plan should mandate that every five years it is revisited and looked at.

David Dunning: One of the other things we talked about with the Chili Center Master Plan was the possibility at some point of another road a cross road that would go between Chili Avenue and Beaver Road where there was some thought process years and years ago. One of the thought processes was there to assist with traffic calming coming off of Chili/Scottsville and Beaver Road and or onto Chili Avenue was to dead end that at the tracks so you would minimize the amount of thru traffic if you will coming across. We had a discussion about that so you say roundabouts are the only solution and I do not know that is true that there are not other measures that could be done to minimize the amount of traffic in and out of that space. Certainly if that was a dead end street, all you would have coming off it from the south side of the tracks would be either Blueberry or Cedars. You would not have anyone coming down from Chili Avenue, Memorial Park or the Plaza. To get down they would have to go another way. We have part of this plan I believe and we are keeping that part of it that said we needed to do something more with our roads. If I remember, it is roads master plan or something like that. Would it not be more appropriate to say that something should be done as far as a plan to study these areas, look at these areas and see what the best tool or mechanism is to provide the traffic calming that we desire. I just do not like roundabouts.

Dorothy Borgus: I do not either; I do not like using them.

David Dunning: It promotes aggressive driving. Anyways, thoughts.

Steve Tarbell: I see enough in other cities especially in Anchorage that those roundabouts are everywhere. It is really the best thing.

David Dunning: Ask Geneseo how their roundabout is doing. See how that is working out there.

Ron Brand: They are fine as long as you do not put a statue of a bear there. You do not have a statue of a bear there you are okay.

Steve Tarbell: Something will definitely have to be done between Beaver and Chili. There is some traffic at certain times is an issue.

David Dunning: Oh yea but that is true anywhere.

Dorothy Borgus: So are we going to take out Archer Road and Beaver?

David Dunning: I think that one should come out.

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Ron Brand: That whole paragraph needs to be reworded in such a way that it cross references the need for the transportation master plan recommendation that is in Chapter 6.

Dorothy Borgus: I am wondering in the first sentence in that paragraph it says, during “the next twenty year” now are we still talking the twenty-year period since we are redoing this Chapter.

Ron Brand: No it would be 2018 by the time by the time this is adopted so that would be the thirteen period.

Dorothy Borgus: So that twenty-year should be made to thirteen right.

Ron Brand: Yes. That would coincide with twenty-thirty. The same down below where you have twenty-year on the last line.

Dorothy Borgus: Yes, it would be thirteen. I wondered about the words the third paragraph and if you are going to reword it maybe, it is a moot point but I am wondering if we should take out “regardless of whether the plan is created”. Maybe that is something that when you reword it that should not be.

Paul Wanzenried: Where did you go?

Dorothy Borgus: Third paragraph second line.

Paul Wanzenried: Oh, I see.

Ron Brand: You would have to take that out of there because you do have the plan now.

Dorothy Borgus: Right. But if you are going to reword it, it is probably a moot point as to whether you would not put that in anyway.

Ron Brand: That is correct.

Dorothy Borgus: With the next paragraph where we was there, ever any thought to initiate an “access management overlay regulations district”.

Ron Brand: There was thought to it because it was in the plan. Whether there was any follow up to it that is a whole different ball of wax.

Dorothy Borgus: Is there any thought of that now? I am just wondering if that should stay in there.

Ron Brand: I am a strong component of having an access management plan and an official map because it facilitates Planning Board reviews greatly.

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David Dunning: Direct answer to your question it is not on the radar screen because most likely the Planning Board would look at and Mr. Lindsay would look at because we are largely looking at a State Road there that they would yield to the State's determination whether curb cut is allowed or not allowed. It is our commercial district; it is the biggest part of our commercial district anyways. Correct me if I am wrong Al, but largely if the Planning Board feels that the State's approved it the Planning Board really has no authority to trump that, they can but they do not have ground to stand on to deny someone because if the State says a curb cut is fine. Doing that is it just an effort on utility.

Dorothy Borgus: That is what I mean.

David Dunning: That is what I think. Or, are we saying then Ron that the State would likely take a look at what the town desires too. Say we would not allow this because the town does not want it because they have this plan.

Ron Brand: The simple answer is that I have found that the State DOT is promoting access management regulations with driveway spacing based upon a statewide formula that I worked on the in the early 1990's. I can bring you the document if you want to see it. What it does is two things, number one driveway spacing is one thing the spacing between signal lights at intersections is another thing. So that you do not end up having a conglomeration of signals along a major corridor that has not been thought out all in advance. So the Planning Board when they are looking at applications say okay we are here and over here is where we agreed to a future signal or traffic movement through the corridor and the State DOT have bought into that. By creating, that official map you are creating a process where it is documented what the town and State have agreed to as far as transportation improvements in your community.

David Dunning: Strictly related to signalization or.

Ron Brand: Driveway spacing.

David Dunning: However, the State nor the town nor the Federal government can deny a curb cut to a piece of property.

Ron Brand: That is true. But these regulations have what are called peak hour trip considerations and based upon the volume of peak hour movements the spacing standards are different. So if you have a site that is a low volume generator like a dentist office or something that does not generate a lot of traffic. Driveway spacing between them would be much closer than it would be for something that might have commercial, a gas station, car wash or things of this nature a higher frequency of traffic movements in and out. It is having those standards that allows you to preplan how you want to protect that corridor regardless if it is already developed or not. You have a number of homes along Chili Avenue that may be bought up and developed into some kind of commercial use. Planning for that kind of thing is what the access management does. I would strongly urge you to talk to people from other communities that have looked at access management regulations including State DOT people.

David Dunning: Okay.

Ron Brand: That to me would be something that you might want to throw into the mix of the transportation master plan to look at.

David Dunning: Okay.

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Dorothy Borgus: Then on that second last paragraph, second line “pending the outcome of the Chili hamlet master plan recommendations” do you have to change that.

Ron Brand: This is the fourth paragraph.

Dorothy Borgus: The last one is just one sentence it is the one up.

Ron Brand: Oh yea.

Dorothy Borgus: So that “pending the outcome of the Chili hamlet master plan recommendations” that should come out right.

Ron Brand: Right. If indeed, I can’t remember but I think that is a true statement to what the Chili Center Master Plan is calling for right.

David Dunning: What?

Dorothy Borgus: The Limited Industrial.

Ron Brand: Between the CSX Railroad on the north and Beaver Road on the south is recommended to remain Limited Industrial. If you are changing or thinking of changing to include dedicated parklands.

Paul Wanzenried: We are not, that is American Packaging. That is LI and it is going to stay LI.

David Dunning: Well but this also would include that little piece of land that sits between Beaver Road Extension and the tracks.

Paul Wanzenried: Across from the Vistas.

David Dunning: Right and the triangle. The triangle right now I believe is Restricted Business.

Dorothy Borgus: I think so.

David Dunning: Neighborhood Business, Restricted Business or something like that.

Paul Wanzenried: RB.

David Dunning: RB, okay. Then the other one is LI still. That may be because of its residential character around it; there may be some interest in looking at that as residential. It would make more sense for the town to look at that more as being industrial than being there is going to be a park right next to it as well as all those houses around it. That might have to be considered differently.

Steve Tarbell: Would that affect the second paragraph from the top.

David Dunning: No. I do not think so.

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Dorothy Borgus: Maybe to redefine that we should find a way to word it so that Beaver Road Extension and that triangle are spelled out as not being included in this statement.

David Dunning: They are part of the Sub-Area correct.

Dorothy Borgus: Yes.

David Dunning: I just want to make sure the triangle is yea. So is that other piece.

Dorothy Borgus: If we are going to make that statement, we are going to have to clarify it though.

David Dunning: Well let me ask this of the group. I understand where American Packaging is and obviously that property and going west will stay LI and rightfully so and it should. But there has been a concern brought to the town about the houses on Beaver Road Extension and those are all zoned Limited Industrial. One of the issues that has recently come about is that one of the properties went up for sale and the people trying to buy the house are having a difficult time buying it because the bank was not going to finance them because if the house burned down or was otherwise destroyed and had to be rebuilt, they cannot rebuild a house on that property because it is not zoned for it. So our zoning in this particular spot is harming people who own property there. Now having said that if someday everyone wants to sell and an industry wants to come in and build a factory on that corner, one do we want that anymore because now you have the Vista Villas across the street and that is more residential or should this be revised to say that the town should look at the zoning here and figure out as to whether it is appropriate that for Limited Industrial.

Dorothy Borgus: There is a good point you could do that.

David Dunning: You follow me.

Ron Brand: Yes but I do not I think that the comprehensive plan should not suggest that someone should look further for a recommendation to be made that plan should be making the recommendation.

David Dunning: That is fine I am okay with that however you want to say it is fine with me I do not, but I think that recommendation should be to rezone those properties to residential.

Ron Brand: From LI to Residential.

David Dunning: And take that all the way up to the tracks, north maybe not the triangle so much I do not know if that should stay Restricted Business or Residential I do not know you are never going to put a house there.

Dorothy Borgus: I cannot imagine putting a house there.

David Dunning: No. Restricted Business or Neighborhood Business as probably appropriate there and those other properties should probably everything north of Beaver Road Extension to the tracks and west to the property line for American Packaging.

Dorothy Borgus: That is what I mean redefine the perimeter.

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David Dunning: Correct.

Al Hellaby: I think that is a proper statement.

David Dunning: Paul?

Paul Wanzenried: Yes sure.

Ron Brand: That clarifies the action item for the Town Board to take a look at this because we feel that this needs to be changed.

Paul Wanzenried: That is being actively farmed.

Ron Brand: What the triangle.

Paul Wanzenried: Not the triangle but the piece going from Beaver Road Extension north, prime soils in there.

David Dunning: I think we would have to look up.

Paul Wanzenried: Do you have a hiccup about that.

Too many talking at once inaudible.

David Dunning: It is still zoned as Limited Industrial.

Ron Brand: It is not defined, as one of your strategic planning areas is it.

David Dunning: No, it is not.

Paul Wanzenried: I am just going back to the Right to Farm Law.

Ron Brand: I know.

David Dunning: The Right to Farm does not mean that you have the right to take any property you want and farm it.

Ron Brand: Right.

Paul Wanzenried: No it does not but.

David Dunning: It protects the farmer who is farming to use the farm.

Ron Brand: This is two things, one it emphasizes the strategic farmland protection area that your Farmland Plan has identified and two it recognizes those areas that are in established agriculture districts even though they may not be in that strategic mapped area. I do not see that as an issue as long as this.

Paul Wanzenried: Right.

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David Dunning: Anything else on 5-11?

Ron Brand: I just have a question the third paragraph from the bottom where it talks about PNOD's are we okay with that.

Paul Wanzenried: Is not Greenwood PNOD?

David Dunning: Yes.

Paul Wanzenried: It is mixed; I have GB next door, and PNOD.

David Dunning: Yes, it is still PNOD it is developed now,

Ron Brand: Somehow, I thought there was a question there.

David Dunning: The only thing about a PNOD in that area that is inaccurate is that the southern piece goes just along north of the tracks that is not PNOD and never was. If that was the future use recommendation, you are out of luck. So that just needs to get changed.

Steve Tarbell: Going back to the map on 5-10 does it matter if that diagram on the map is not really correct.

David Dunning: What is not correct?

Steve Tarbell: The part where the Vista Villas subdivision, the markings for the roads.

David Dunning: That is across the street on the south side of the outside of the Sub-Area 3.

Steve Tarbell: See where it says CSX?

David Dunning: Correct.

Steve Tarbell: It shows the Prestwick Lane that connection that does not exist.

David Dunning: I do not know what you are talking.

Steve Tarbell: Right here, this part right here.

David Dunning: Yes but it is outside Sub-Area 3 though.

Steve Tarbell: Does that matter that the road does not exist.

David Dunning: No, because the site plan shows it as part of the site plan I believe.

Steve Tarbell: Okay.

Al Hellaby: It is.

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David Dunning: Okay and I think that plan may have changed actually. This one may be based on a previous subdivision map.

Steve Tarbell: Okay.

Ron Brand: If they come in with something different then when you update the map.

David Dunning: Yes, we need to modify this map anyways. Once again anything else on 5-11? Sub-Area #4, 5-12.

Dorothy Borgus: The only thing I had on there was the second last paragraph, the last sentence, “improvements to this intersection should be a high priority for the State Department of Transportation to correct during the first five years of this plan”. That of course is history so we should change that maybe.

Ron Brand: Why not say “during the plan” period.

Dorothy Borgus: We could do that.

Ron Brand: Take the first five years of this out.

Dorothy Borgus: Okay, other than that I do not have a problem.

James Ignatowski: I have one question on that. The second paragraph, middle, it says, “West Chili, the intersection of State Routes 33A and County Route 260”.

David Dunning: Oh yea.

James Ignatowski: Where is 260, that is 259.

David Dunning: That is 259.

Dorothy Borgus: I brought that up one other time and I was told that was a county, yea that is correct.

Paul Wanzenried: That is Route 259.

Ron Brand: 259 is a state designation.

Dorothy Borgus: County Route 259.

Steve Tarbell: County Route is different.

Dorothy Borgus: I brought that up before and I was told that is correct.

David Dunning: Okay.

Ron Brand: 259 ends at either 490 or Chili Avenue and goes north into Hilton.

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Dorothy Borgus: I think that was the point.

David Dunning: Say that again.

Ron Brand: Route 259 State Route 259 I believe ends at Chili Avenue and goes north.

David Dunning: You mean begins at Chili Avenue.

Ron Brand: Begins at Chili Avenue and goes north to the Village of Hilton all the way up thru the tourist's parkway.

David Dunning: Okay.

Dorothy Borgus: If you look at some of the previous maps, you will see it is marked 260.

David Dunning: So Union Street is County Road 260.

Dorothy Borgus: 260.

David Dunning: Okay.

Paul Wanzenried: South of Chili Ave.

Dorothy Borgus: South of Chili Avenue is what I was told. It was news to me. Now I think the last sentence in that paragraph remains true.

Ron Brand: Yes.

Dorothy Borgus: We keep intensity of the use there and nothing better happens to the road. It definitely should stay in there.

Ron Brand: I think that the State DOT is the only one to exist that has a very low level of service and it will continue to be that way until such time as there is enough political opposition to the lack of action. That is the way it operates, squeaky wheel gets the grease.

Dorothy Borgus: We have come to a head fast enough Ron that a big project on Union Street got turned down. That would give you the hoopla that you need.

Ron Brand: Depends on Union Street you are.

Dorothy Borgus: North anywhere north of Chili Avenue. That is the only way it is going to come to a head.

Ron Brand: This has been an issue that goes way back to 1970.

Dorothy Borgus: Right and I thought that Fed Ex was going to be the one to do it. Did not matter though.

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Paul Wanzenried: Yes because you have to have someone sitting on the expressway that is the key factor. If you have development north of the expressway.

Ron Brand: They won't go thru that intersection.

Dorothy Borgus: But they do, the trucks on that corner at Chili and Union have a terrible time and they go thru there every day.

David Dunning: The worst challenge that they have is heading west onto Chili Avenue trying to go north onto Route 259 trying to go right there you cannot do it you cannot even do it in small trucks. It is a tough intersection.

Dorothy Borgus: But until the day, that something big gets turned down there will not be enough noise to make it happen.

David Dunning: The other thing with this is a recommendation out of the Farmland Protection Plan that the area.

Ron Brand: Yes.

David Dunning: Remember that and we talked about that in our zoning code review that the area north of Bowen Road, up Stottle Road to the east be rezoned back to agricultural conservation. We should probably echo that language somewhere in here should we not Ron in this sub-area.

Ron Brand: Also, amend this map.

David Dunning: Understood but should not the language mirror what is in the Farmland Protection Plan.

Paul Wanzenried: There is nothing in here.

David Dunning: There is nothing that is correct. I am just wondering if when you change the map you have to have justification for the change I would think.

Paul Wanzenried: I agree.

David Dunning: I think it is PRD now right. The recommendation was to change it back to AC.

Paul Wanzenried: Correct.

David Dunning: The sewers are never going to come down through there it is just not going to happen.

Ron Brand: Not before 2030.

Dorothy Borgus: So you are talking about Bowen and Stottle, north of Stottle.

David Dunning: The area that this is referring to is on the Land Use Map and it does not show it right. It was everything from north of Bowen and west of Stottle that whole section that is now PRD, change that back to Agriculture Conservation. There are farms operating in there and it would be appropriate.

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Paul Wanzenried: Also we would not go to up to the creek. Once you get to the north side of the creek.

David Dunning: I think we went to the creek and that was it.

Paul Wanzenried: Right.

David Dunning: Not beyond the creek.

Paul Wanzenried: Right.

David Dunning: Black Creek would have been the northern border.

Dorothy Borgus: That is where the pinkish is shown there now.

David Dunning: Correct.

Dorothy Borgus: It is that whole "L" shaped section.

David Dunning: Correct.

Ron Brand: I want to go back and make sure that it did not also include some of that area south because if you take this away and make that.

David Dunning: I think it already is. This is Future Land Use that you are looking at here, the zoning map shows it today it is AC.

Dorothy Borgus: You talking about south of Bowen.

Ron Brand: Yes. What I am saying is that this map needs to be changed to reflect that.

David Dunning: Understood, but this was Future Land Use., which no longer applies.

Ron Brand: Right, but we do not want to leave this area.

David Dunning: Right we want to leave it as AC, this whole map needs to change.

Paul Wanzenried: Are we on 5-14?

David Dunning: We are now.

Paul Wanzenried: On the third paragraph "the 2030 Plan recommends that a sewer feasibility study be undertaken to determine the most appropriate way to extend a trunk sewer to serve the area and should be done in conjunction with such a study for the Beaver Road area as previously mentioned". Has that study been done?

David Dunning: No.

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Paul Wanzenried: Are we going to extend the sewers?

David Dunning: Likely not, if you remember the project that came in on Jim Brown's property there at 490 and Union Street where they were looking to try and extend the sewer and was almost nearly an impossible task because of the location of homes that sit right on the road and they would have to tear down the house to put a sewer line in. I do not think we are tearing down anyone's house.

Ron Brand: So then, your question is then why have it there.

Dorothy Borgus: So then, you would take out from "the 2030 plan recommends that a sewer feasibility study" take out that whole line.

David Dunning: We actually know the most appropriate way to do it now. The developer was kind enough to provide us with that now it is not feasible.

Dorothy Borgus: Who provided that?

David Dunning: RJ Taylor when they tried to remember when they had the application in for the gas station, hotel and office park. If you recall they originally wanted to down Union Street but there is that one house that sits right on the corner that they cannot move the house. So they were going to come up thru the Fire Department's property and come up by Paul Road Extension and there is a vacant piece of land right there they were going across and under the road to their property from there. We understand that to be the most feasible route to run the sewers as far at 490 anyways.

Al Hellaby: Take out the next paragraph too seeing as it says, "when sewer service is eventually established".

David Dunning: If sewer services are eventually established.

Dorothy Borgus: Instead of "when" put "if".

Paul Wanzenried: I will buy that.

David Dunning: It is feasible with the right amount of money or you run that zigzag you know that can happen.

Steve Tarbell: Does the fifth paragraph need to be updated in the first two sentences. I wrote the fifth paragraph from the top needs updating.

Paul Wanzenried: Which is currently Rose Hill.

Steve Tarbell: So that has to be changed.

Dorothy Borgus: Yes because that sure did not happen did it.

David Dunning: I would also question the statement around "Park & Ride", being that the RGRTA does not really run any busses in that area. I am not sure why we would want a park and ride when there is no ride.

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Paul Wanzenried: Unless we are just putting a car-pooling system there.

Ron Brand: That was always a recommendation of GTC maybe they do not have that recommendation anymore.

David Dunning: There is no bus service so I do not know why we would have a park and ride.

Ron Brand: Okay that is an easy fix.

Paul Wanzenried: Next sentence, what is that, can you explain that to me. You did not need three categories you reduced it to two.

Ron Brand: Right that was the thought.

David Dunning: Where do those three categories reside.

Paul Wanzenried: That is what I was trying to figure out.

James Ignatowski: I was too.

David Dunning: Me too. Where do we see "Recreation/Conservation Open Space".

Ron Brand: Right over here under the Future Land Use.

Paul Wanzenried: It follows Black Creek that is the conservation area. Actually, it looks like the whole area is encompassed by Sub-Area 5 is primarily conservation we get a little recreation area that is out at Union Station.

David Dunning: Maybe it is my eyes but I do not see anything that says Recreation/Conservation Open Space, I see two separate categories like you are describing. But not the third.

Ron Brand: Right.

David Dunning: So it is already done the map says it but the text does not.

Ron Brand: Map says it but we need that change to the map.

David Dunning: Okay so that should just be done.

Dorothy Borgus: So that is done.

David Dunning: That is done on the legend of the map. There is no specific code or codified definition of that correct, those are just legend indications. There is no zoning of that nature.

Ron Brand: Conservation, what is the other category.

Paul Wanzenried: Recreation area.

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Dorothy Borgus: Well I guess we were not looking at zoning we were looking at.

Ron Brand: Terms as defines recreation area is not defined in this.

David Dunning: Is Recreation/Conservation/Open Space? So we defined the one.

Ron Brand: So you can take it out or someone may be confused.

Dorothy Borgus: Maybe just as easy to take it out. Is that the suggestion that we take it out.

Paul Wanzenried: We can take the sentence out Dorothy but we need to define recreation area. We define conservation area but we do not define recreation area. In order for it to be a viable item or identifier, it needs to be defined.

Ron Brand: How do you want to change that sentence then? Leave it the way it is and we will define recreation area. Right is that what you are saying.

Paul Wanzenried: Yes, that is exactly what I am saying.

Dorothy Borgus: Define recreation.

Paul Wanzenried: Yes, you have to define recreation area so that when someone looks at the map and wants to know what our recreation area is so it correlates to the map.

Ron Brand: Right.

James Ignatowski: Also, we want to say that the Recreation/Conservation/Open Space area that it has been combined into two categories the map has been changed but the text has not been changed.

Paul Wanzenried: Basically, you are starting that paragraph with “Other future land use changes”.

Ron Brand: Right.

David Dunning: That last paragraph on Sub-Area 4 should just be stricken.

Dorothy Borgus: This is where you are talking about changing it back to AC.

David Dunning: Yes.

Dorothy Borgus: So we should take that out.

David Dunning: I do not know I think so.

Ron Brand: South of Mill Creek.

David Dunning: No “the final recommended change to the Future Land Use category involves the area north of Bowen Road”.

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Ron Brand: Right. Here is where you would insert.

David Dunning: Or define.

Paul Wanzenried: Sub-Area 5. Why do we define Sub-Area 5? Because it recommends that, it is used as a Linear Park and haven't we done a study on that.

David Dunning: No. We did a Black Creek Trail Feasibility Study.

Paul Wanzenried: That is the one I am thinking of.

Dorothy Borgus: The way I marked mine up I took those first three paragraphs out they just did not fit anymore, any of them. I cannot even see a multi-use trail system now they would be going through people's yards.

David Dunning: Are you talking on 5-16 Dorothy.

Dorothy Borgus: Yes.

David Dunning: Not anything on the first page.

Dorothy Borgus: No, I am sorry, no. I am talking about the one that says that these areas be used as a linear park.

David Dunning: Well the town is still acquiring easements we did get one from Rose Hill, part of the area along Black Creek. We got an easement from Bill Howard's property back there, at the Vistas, Gary Pooler and back there for along the creek, so the town still has an interest in acquiring those easements for the purpose of someday perhaps creating the trail as we envisioned it. The town still has an interest despite the fact that it will probably not happen because the property owners are not going to allow it happen.

Paul Wanzenried: I get it I could see canoes, kayaks, and the whole nine yards.

David Dunning: Well kayaks you can do no one can stop you from running a kayak down there.

Dorothy Borgus: That is right.

David Dunning: You can run a kayak and no one can stop you. It is in the waterway and does not belong to any property owner.

Dorothy Borgus: That is true.

David Dunning: Despite the fact that it may be on Dorothy's side yard if I need to pull my kayak out of the water out on land and move it from that to around a tree I can do that and she cannot tell me I cant. But I believe that is the case. But despite the fact that it will probably never happen in our lifetime anyway. The town still has an interest in developing a trail along Black Creek.

Dorothy Borgus: You want to leave that in there, okay.

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James Ignatowski: Question who is responsible for maintaining that waterway. In terms of removing debris.

David Dunning: It depends on where the debris came from. If for example, and I am sorry Dorothy I am going to pick on you again. If Dorothy has, a tree on her property that falls across the creek it is Dorothy's responsibility to remove it.

Dorothy Borgus: That is right we do.

David Dunning: It is the property owner. Debris comes from some place that is not State/Town/County/Federal Government's property. The Town has from time to time gotten grants to go in and buy a water vehicle or whatever, cut trees up and we do from time to time go in, and cut trees and clear the creek out.

Steve Tarbell: What if it is clogged with other trees that you have no idea where they came from.

David Dunning: If we know it is there and we have people that can go out and do it we may do it. But not in all cases, it is not always practical. If someone calls and says that there is a bunch of logs floating down the creek and they jammed up on my tree well guess what pull your tree and we will take care of the rest.

Dorothy Borgus: When we had that powerboat in our yard last year.

David Dunning: It floated down the creek.

Dorothy Borgus: Yes, the DEC came in and took care of it.

Paul Wanzenried: That is a motorized vehicle.

Dorothy Borgus: Can you imagine that, it was a big boat.

David Dunning: Anything else in Sub-Area 5?

Dorothy Borgus: So do you still think those two paragraphs are good. I am not sure about the Genesee Transportation Councils trails. Is that still I do not know about that I mean I have no idea of knowing as to whether that is true or not. The second paragraph.

David Dunning: "The plan recognizes that the GTC Regional Trails Initiative Final Report and Action Plan dated 202 identifies a multi-use trail system". Which is true. "In addition to the Town of Chili Comprehensive Plan 2010 and the adopted town of Chili Parks & Recreation Master Plan recommend this important link to the regional and statewide trails program". That is true. "The recently published Genesee/Finger Lakes Blueway Trails & Analysis Report, June 2010, also identifies the importance of this multi-use trail system". That is true also.

Dorothy Borgus: That is true, okay.

David Dunning: So the second paragraph is all-true.

Dorothy Borgus: Okay.

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David Dunning: We may want to look at that third paragraph and may want to revise that to identify that we actually did the study. We did the feasibility study and should note what that outcome was.

Paul Wanzenried: That Community Center Master Plan is different from the Chili Center Master Plan that we have been referring to or is that one in the same.

Dorothy Borgus: I think that they are different plans for Chili Center over time.

Ron Brand: Where would one find that feasibility study?

David Dunning: The Black Creek Trail? It is on our website.

Dorothy Borgus: You mean the GTC Feasibility Study.

David Dunning: No the GTC funded the Black Creek Trail Feasibility Study that was funded by a GTC grant.

Dorothy Borgus: Okay.

David Dunning: So that is where you would find that on our website.

Dorothy Borgus: So it would be the Chili Center Master Plan not the community.

David Dunning: I tend to agree with that.

Dorothy Borgus: Take community out.

Paul Wanzenried: I just asked the question.

David Dunning: Oh, wait a minute. It goes further though if you look at the language. With the Chili Community Center Master Plan, there may be an opportunity to link the Black Creek multi-use trail and other town owned facilities located within Sub-Area 3.

Paul Wanzenried: I believe in the Chili Center Master Plan when we were developing that there was talk of connections to Davis to the Pfrengle property, to the disc golf property there.

David Dunning: Widener, no I think you are talking about the nature trail.

Paul Wanzenried: The nature trail.

Dorothy Borgus: Again, you are in people's backyards.

David Dunning: I think that the third paragraph could probably be revised and clarified by what we meant to Chili Community Center Master Plan. Are we talking about a community center or are we talking about Chili Center Master Plan.

Paul Wanzenried: That was my question.

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David Dunning: Right.

Ron Brand: At the time, I believe that what they were talking about was the Chili Center Master Plan.

David Dunning: Okay. Then we should probably clarify that.

Ron Brand: Community should probably come out.

Dorothy Borgus: Then that part about “adjacent municipalities” are you going to leave that in there. That kind of did not work so well.

David Dunning: Well the Black Creek Trail Feasibility Study also included Churchville and Riga. Which Churchville was the only one that got a part of a real trail.

Dorothy Borgus: So you think it is okay.

David Dunning: I do.

Paul Wanzenried: How would they connect Black Creek and Churchville Park?

David Dunning: It is already there. They already have a trail there too it is already there. Churchville Park, Black Creek runs thru it.

Ron Brand: Yes it does.

Paul Wanzenried: So the part on green.

David Dunning: You know when you go down Buffalo Road and you see those falls there, by the town offices or Village offices that is Black Creek.

Paul Wanzenried: In the first paragraph, “such a linear trail/parkland combination would link the Genesee Valley Greenway Trail located in the eastern portion of the town with the two Monroe County Parks (Black Creek & Churchville Parks)”.

David Dunning: Yes and Black Creek runs thru both of them and it goes by the Genesee Greenway.

Paul Wanzenried: So I am walking the creek.

Al Hellaby: Right.

David Dunning: Correct that was the whole feasibility study was to walk the creek. You have to look at the plan but the intent was to connect the Genesee Valley Greenway all the way up into Churchville Park along Black Creek.

Paul Wanzenried: Along Black Creek, now I understand.

David Dunning: Yes along the beds of Black Creek.

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Ron Brand: Moving along to Sub-Area 6.

Dorothy Borgus: Is that true on that last paragraph on 5-16, “Finally there is a new flex-space”.

David Dunning: Where are you?

Dorothy Borgus: In the last paragraph about three lines up from the bottom. It says, “Finally there is a new flex-space”. I do not know what that was at the time but probably it is not current or certainly not new. Whatever we meant there. See where it says, “Finally there is a new flex-space (a combined office/warehouse facility and a four-story office building”.

Paul Wanzenried: A four-story office building? That would probably be 90 Airpark.

David Dunning: The Towers?

Paul Wanzenried: No.

David Dunning: A four-story office building is the Towers.

Ron Brand: Yes.

Paul Wanzenried: Okay well I am thinking further down the road, the Towers where done in.

David Dunning: I do not know. Is the flex-space referring to DiCherios property?

Paul Wanzenried: Which is 90, which is four-stories.

David Dunning: DiCherios is.

Paul Wanzenried: 90 is, 50 which is next door and that is the new one going up is only two stories but that is warehouse space it could termed as flex-space.

Dorothy Borgus: You do not think that sentence is relevant anymore. This talked about being new this was in 2011, whatever it was it is not new now.

Paul Wanzenried: I think the Towers where built before 2011.

Ron Brand: Yes.

Paul Wanzenried: So they would not be the.

Dorothy Borgus: Let’s just take it out because it does not make anything.

David Dunning: Yes, that one sentence is irrelevant.

Dorothy Borgus: It is irrelevant take it out.

Steve Tarbell: Does the U of R still use that as a park and ride?

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Dorothy Borgus: Yes.

David Dunning: Well as it stands today, yes.

Dorothy Borgus: You mean after all that hoopla they do not think they want to keep it.

David Dunning: No, they do want to keep it they may not like our terms.

Dorothy Borgus: Well too bad.

David Dunning: Well, yea, there incentive-zoning agreement expires at the end of this year and there is no extension written into the original and so we are looking at a new incentive zoning agreement, which would pump the cost up a bit.

Steve Tarbell: Do they own that property?

David Dunning: Yes.

Ron Brand: If they own it, they are not going to go away.

Dorothy Borgus: That is right they will pay.

James Ignatowski: I had just one quick question on the Scottsville Road Corridor on the very last sentence. "It is likely that the next 20-year period will see a need for additional hotel/motel development in this area". Why would there be an interest in hotel/motels down in that area.

David Dunning: Why? Because there is.

James Ignatowski: Have we been approached for stuff like that.

David Dunning: Yes.

Dorothy Borgus: Where are we talking about now, on Scottsville Road?

David Dunning: Yes.

Dorothy Borgus: Where would there be room for a hotel/motel.

David Dunning: Behind the Fast Trac. They have inquired, no one has put in a letter of intent but they have inquired.

Dorothy Borgus: The last sentence on that page we would have to take the twenty-years and add thirteen right Ron.

Ron Brand: To be consistent yes. Any changes to Sub-Area 6 map? Moving along. We can take out that mobile home park because that is long gone.

Dorothy Borgus: They are talking about the one along the.

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Paul Wanzenried: On the south side of Scottsville.

Dorothy Borgus: And it says, “with removal of this land use, it appears likely that additional airport activities will occur on this portion of the airfield”. That has happened.

Ron Brand: We do need to take that whole paragraph out, because it has happened.

Dorothy Borgus: Right I would say the whole paragraph could come out.

Paul Wanzenried: Is that not what you just said.

Ron Brand: I thought I did.

David Dunning: What are you removing?

Dorothy Borgus: The first paragraph.

Ron Brand: The first paragraph.

David Dunning: The whole thing?

Ron Brand: Yes. What value does it add to the plan?

Dorothy Borgus: It does not add anything.

Paul Wanzenried: I do not think the second paragraph is correct.

David Dunning: Can we go back to that first one. There has been some discussion and some interest from the town to recommend to the town for the airport current renovations that are going on to consider a defined entrance to the airport. You can get to the airport property from Scottsville Road not a lot of people know that. But to put a defined entrance over there similar to what you have over on Brooks Avenue off of Scottsville Road. It is being looked at, I do not know where or if it will go but certainly, if our plan supported something like that it would be in our best interest. To say “the plan recommends the town consider working with the county or FAA or whoever else we need to work with to establish a defined entrance to the airport from Scottsville Road”.

Steve Tarbell: That would tie into the hotel in that area right.

David Dunning: Thank you, it would help economic development in that stretch quite a bit. Because there is no place to do anything on Brooks Avenue.

Steve Tarbell: Leaving your car at the motel behind the Fast Trac and then just taking the shuttle. You can use that road it is not.

Paul Wanzenried: Most people are airport personnel.

Steve Tarbell: Is that not the way it was first put out for emergency at first when it was advertised.

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David Dunning: I do not think that they want people to know that is for public use. But, you can use it I am just saying.

Paul Wanzenried: It is a lighted intersection there too where it empties out so it makes sense.

Dorothy Borgus: But that paragraph as it stands.

David Dunning: Is not accurate.

Dorothy Borgus: No the first one is not.

David Dunning: I would say to reword the paragraph to emphasize.

Dorothy Borgus: Yes.

Paul Wanzenried: Are we moving on?

James Ignatowski: I just had a question on paragraph three.

Paul Wanzenried: Can we eliminate paragraph two first.

James Ignatowski: I thought we have been through that already.

Dorothy Borgus: Well there again that is not accurate either. Right because a lot of it is not related to the airport.

Paul Wanzenried: Hardly any of it is airport related.

Dorothy Borgus: I think the second one can come out too.

Paul Wanzenried: That is my recommendation.

Ron Brand: Take it out.

Paul Wanzenried: That is correct.

Dorothy Borgus: The third paragraph is all right isn't it looks okay.

Ron Brand: Those soil conditions have not changed.

Dorothy Borgus: Some zoning changes may be needed. Did that ever happen in that last sentence? "Some zoning changes may be needed to get the zoning map to conform to the Plan in this area". Was anything rezoned down there or is that true anymore?

David Dunning: No did we not rezone Fast Trac?

Paul Wanzenried: No, I do not believe so.

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Al Hellaby: I do not think it was rezoned.

David Dunning: We did not have to for that.

Paul Wanzenried: It is GB.

Al Hellaby: There was some variances but no zoning.

David Dunning: What were we talking to Pepsi about having to rezone when they wanted to redo Tim Horton's and the Fast Trac and motel and his party house or whatever he wanted to do. We talked about rezoning quite a bit.

Paul Wanzenried: GI or GB. I want to say he is GB.

David Dunning: That is the Future Land Use was that the current. That is because that was that land is the purple there which is public/semipublic/industrial. We did rezone that to GB.

Paul Wanzenried: We might have.

Dorothy Borgus: I remember the discussion but I do not remember what came of it. I thought it was that he wanted to put that stuff behind; I thought he had plans for behind the fields.

David Dunning: I thought it was the Fast Trac.

Paul Wanzenried: Could be.

David Dunning: I am 99.9% sure that we rezoned that property, so that property going all the way up to the bridge that is shown here in purple is GB.

Paul Wanzenried: So it should be red.

David Dunning: Yes.

Paul Wanzenried: According to that map.

David Dunning: Yes.

Steve Tarbell: What map is it that you are on?

David Dunning: Sub-Area 6, 5-17.

Dorothy Borgus: So that last sentence is no longer relevant. "Some zoning changes may be need" that is done then.

David Dunning: I would say probably yes. We would want to look at the actual zoning.

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Paul Wanzenried: Yes because you would have to go. Yea there is that other little purple triangle there where it takes a ninety here. I am pretty sure this is Airpark Drive this road here, so across from the Airpark Drive is a small triangle piece

David Dunning: Is that little nugget County property?

Ron Brand: I thought it was, but the County owns everything up to Scottsville Road.

David Dunning: I thought they did too.

Ron Brand: The map needs to be changed to reflect there that the triangle.

David Dunning: With the exception of where the 7 Eleven is. I do not know if that is County property, I think everything else is.

Paul Wanzenried: Is that not the road that loops around there. I think that little red blurb there on the north side of Scottsville Road across from Uniform Village, see it that would be your 7 Eleven.

David Dunning: Right the little red dot there yes. I think the rest of that is County property.

Paul Wanzenried: I do believe so.

Ron Brand: And this down here.

David Dunning: County property. I think so I thought everything north of Scottsville Road was County Property.

Paul Wanzenried: So did I.

Ron Brand: That is what I thought.

David Dunning: If it is County, property is the zoning relevant. If the County or the State own a piece of property the zoning of that property is ill relevant.

Al Hellaby: They do what they want anyhow.

David Dunning: Correct. The City can we can so I am looking at all this property that we have zoning designations on should that just not be wiped off of this.

Ron Brand: That is what I am thinking.

David Dunning: Beyond that look at all that other property in orange to the southeast there that is all County property too all the way up to the tracks.

Paul Wanzenried: Where are you?

David Dunning: Down here in this bottom, corner here is that not all County property. Waste Management has some property over there on Avion, but that is not Avion.

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Paul Wanzenried: That is that is all that is Dorothy's friend and Metalico and all them isn't it.

David Dunning: Where is the tracks?

Ron Brand: Down here, see 252.

David Dunning: You come around you see the tracks, but all this property along here is all County property coming around the corner, except back here where Waste Management is on Avion.

Ron Brand: The maintenance facility.

David Dunning: This is all County property here; this is all County property here.

Paul Wanzenried: Metalico and Dorothy's friend Greco.

Al Hellaby: Dewitt.

Paul Wanzenried: Hanson and all those guys there.

Ron Brand: In this area here.

Paul Wanzenried: That is correct. See what happens is that the green kind of mass on 383 Scottsville Road runs underneath it.

David Dunning: Right, right I see it now.

Paul Wanzenried: 84 Lumber is over there.

Ron Brand: But the question becomes this area here at the end of 422 is not going to have a lot of buildings I think it is going to be white.

Al Hellaby: Yes because the town has no say on the County side.

David Dunning: Anything that the County owns should be white.

Ron Brand: Yes.

David Dunning: Or that the City owns.

Paul Wanzenried: Agreed.

Dorothy Borgus: You are going to have to reflect that in the legend then.

David Dunning: Yes.

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Dorothy Borgus: Because anyone looking at it will think it was a mistake and that it just did not get colored in.

Al Hellaby: You do not have any say on what goes on in the Armory down there either do you.

David Dunning: In where.

Al Hellaby: The Federal building.

David Dunning: That is by the airport property.

Paul Wanzenried: The National Guard.

David Dunning: Out by the airport property.

Paul Wanzenried: Yea, yea, yea we don't go on there.

David Dunning: Even US Air Airports, Wilmoreite, they are all a part of airport property.

Dorothy Borgus: You could always denote another color there Ron.

David Dunning: Or something.

Paul Wanzenried: Would you take it out of the sub-area.

David Dunning: You cannot really remove it why would you draw sub-area lines around it. It would be more confusing I think.

Ron Brand: You would want to leave it for orientation purposes.

Dorothy Borgus: It defines the town.

Too many speaking at once inaudible.

David Dunning: Jim you had a question on that.

James Ignatowski: Just one thought on the third paragraph where it talks about the constraints of limited development of some extent. I think airport regulations have some impact on what is built and what height it can be built at and it is just not mentioned in there.

Ron Brand: What part of the page are you on.

Paul Wanzenried: The third sentence. "Within these areas are several constraints which limit".

Ron Brand: You want to add in here County Charter Provisions for.

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James Ignatowski: Just at one of our AAC meetings there was a concern about the height of the new tire facility over there, they said it impeded on airport regulations on terms of height with proximity to the air traffic control tower. So I am just wondering about airport regulations and what can be done there.

Al Hellaby: The last paragraph on 5-18 has been completed too.

David Dunning: Yes it is.

Dorothy Borgus: So that would come out.

Paul Wanzenried: You also need to go back up to “the 20 year planning period” should that add thirteen if I am correct.

James Ignatowski: Yes.

Paul Wanzenried: The airport master plan there.

Dorothy Borgus: They have not done an airport masterplan in a while.

Paul Wanzenried: What is that second paragraph up from the bottom? Starts with the 2030 Plan.

Al Hellaby: The railroad bridge under the Wegmans that is actually in Gates.

Paul Wanzenried: I was going to say that thank you.

David Dunning: However.

Paul Wanzenried: But it is in Gates.

David Dunning: It is however, access to Chili property you have to go thru that way to Burben Way.

Al Hellaby: Correct.

David Dunning: Burben Way has a property at the end of Burben Way.

Paul Wanzenried: I am familiar with it. You have to go thru Gates to get to Burben Way. One lousy lot at the end of a cul-de-sac.

David Dunning: That is still an entryway into Chili property, which affects the town. I would leave that.

Paul Wanzenried: I do not get the “Brooks Avenue underpass”.

David Dunning: If you are coming from the east, you do. If you need to get to Burben Way and you are coming from the east you have to go under that underpass and it will be on the left hand side.

Ron Brand: They have talked about that for.

David Dunning: A thousand years.

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Dorothy Borgus: What?

David Dunning: Yea redoing that bridge.

Steve Tarbell: So Burben Way is as you are heading toward the airport.

David Dunning: Near where Cryovac use to be just a little bit north of that. You know where the Wegmans warehouse and facility is, in a way it is kind of across the street from that. Anything else on 5-18, no, 5-19?

Paul Wanzenried: What does that first paragraph mean? "Removal of the easterly extension of Paul Road from the loop at the south end of the Airport Property to Scottsville Road".

Ron Brand: Oh, at the south end of.

Dorothy Borgus: I know what that means.

Ron Brand: At the south end in the original plan the concept to take that over there.

Paul Wanzenried: Oh, okay.

Dorothy Borgus: So that paragraph can come out.

Ron Brand: Yes we can.

Paul Wanzenried: I was looking all around for that and I was like what are they talking about.

Ron Brand: There was talk at one time that goes way back to the days of Bill Kelly as Supervisor that it would have made sense instead of renovating or replacing the Ballantyne bridge over the Genesee River to put that structural component in and bring it out to Jefferson Road opposite the entrance to RIT. So, it would have gone south of the railroad tracks avoiding the railroad crossing. Then the state came along and said that they where going to replace the Jefferson Road and Ballantyne bridge.

Paul Wanzenried: I believe you can take the second paragraph out.

Dorothy Borgus: That is what I was going to say is that the second paragraph comes out too.

Ron Brand: You can take the third one out too.

David Dunning: Yes.

Paul Wanzenried: The third one is just a statement.

Ron Brand: Right.

Dorothy Borgus: None of that has happened on Beahan and Fisher has it.

David Dunning: I think the county has started purchasing some of those, did someone tell us that some of those that the county was starting to purchase some of those properties as they became available.

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Ron Brand: Right.

David Dunning: On the airport side of Beahan Road.

Dorothy Borgus: It says “the northern section of Beahan Road and at the south end of Fisher Road”.

David Dunning: Not necessarily, because I do not know, someone had mentioned that and I do not remember where I got that from.

Dorothy Borgus: That does not seem right.

David Dunning: No.

Dorothy Borgus: The way that is worded.

David Dunning: What is that?

Dorothy Borgus: The first part of that sentence says, “The 2030 Plan still believes that some of the new development in this sub-area will occur through conversion of land that is currently in residential use such as that along the west side of the northern section of Beahan Road and the south end of Fisher Road”. It would not be the west side of the airport.

David Dunning: No, it would be the east.

Dorothy Borgus: The east side that is wrong.

Ron Brand: No.

Paul Wanzenried: West side of Beahan Road.

Dorothy Borgus: The west side of the northern section of Beahan Road.

Paul Wanzenried: Yes the norther section up by the mosque.

David Dunning: Yes, it is the houses across the street that I believe are being.

Dorothy Borgus: So we are looking at the east side of that road not the west side.

David Dunning: Right.

Dorothy Borgus: I am just saying the east. That is the wrong word. It should be east right am I not thinking this through.

David Dunning: I think so.

Dorothy Borgus: South end of Fisher Road is right.

Ron Brand: Okay.

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Dorothy Borgus: Okay the rest of it is all right.

Paul Wanzenried: What properties are we suggesting that the County buy?

David Dunning: We did not say buy we said acquire.

Ron Brand: Much of the land bounded by Beahan Road, Paul Road, the Rochester and Southern Railroad.

Dorothy Borgus: Is that not okay.

Ron Brand: This area right in here.

Paul Wanzenried: Yes, I get it. All those cluster of houses right there because the rest of it is commercial.

Ron Brand: The rest of that page looks all right to me.

Dorothy Borgus: How about that last paragraph at the bottom. "The sewer feasibility study is needed to determine how this service might be provided". And, then it says, "It should be done in conjunction with a similar study for sewer extensions to the south side of Black Creek, since and extension to serve the Beaver Road area may provide one of the most suitable ways to extend sewer service south of Black Creek". What do you think of that?

David Dunning: I am trying to envision where sewers would benefit, first of all.

Dorothy Borgus: Yes, I know.

David Dunning: I do not know how many properties you have south of the tracks.

Dorothy Borgus: Yea, right I mean you are at the airport.

Ron Brand: South of the tracks you would not be at the airport.

David Dunning: South of the tracks you have nothing. There is nothing there why would we even want to run sewers.

Al Hellaby: There is a storage unit and that is it.

David Dunning: The old Gotrey Building, yea that is really.

Dorothy Borgus: There is nothing there.

David Dunning: Other than that, it is just vacant.

Dorothy Borgus: I think that the last sentence should just be taken out.

David Dunning: "should be done in conjunction with a similar study for sewer extensions to the south side of Black Creek, since and extension to serve the Beaver Road area may provide one of the most suitable ways to extend sewer service south of Black Creek". How do we get to Beaver Road from there?

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Dorothy Borgus: It is kind of disjointed.

David Dunning: Yea I was trying to follow that track.

Ron Brand: I recommend that you take it out.

David Dunning: Okay.

Dorothy Borgus: Let's take it out.

Ron Brand: Moving right along.

Dorothy Borgus: Second paragraph down in Sub-Area 7 can come out.

Ron Brand: Yes.

Dorothy Borgus: I would say that the whole paragraph could come out.

James Ignatowski: Where is Jacklyn Drive-McNair Drive area?

Paul Wanzenried: Fisher Road area

Dorothy Borgus: Fisher Road, not very far from the airport.

Paul Wanzenried: It backs up to Jetview, Airline drive in that area.

James Ignatowski: Should that be labeled on the map.

Paul Wanzenried: You see on the map where it says Little Black Creek and Fisher Road.

James Ignatowski: So if we are mentioning it should we not be referring to it on the map.

David Dunning: We did not label any other streets. I think your third paragraph.

Dorothy Borgus: Yea I am looking at that right now.

Paul Wanzenried: South of CSX and east of Archer. That is everything coming from pretty much.

David Dunning: The Vistas, is that not the Vista Villas?

Dorothy Borgus: I think so.

Paul Wanzenried: The Vistas, Howards, the independent odd fellows that whole enchilada running down from the north side of Ballantyne Road to CSX to Archer and to the creek. From the other side of the creek to CSX.

Dorothy Borgus: We are talking about Vistas there right.

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David Dunning: So you can, maybe that is still accurate seeing that it is still potentially being developed.

Dorothy Borgus: Yea I guess it is all right the way it is.

Steve Tarbell: Is the areas behind where I live is that considered wetlands or you cannot build back in there.

David Dunning: The wetlands don't come until you drop over the backside of the hill. On the backside so you could go all the way down that hill yet.

Steve Tarbell: Some meeting or something where they had some plan for the backside down in between mine where the houses up on Archer Road where there is a space in between mine and theirs the way it was zoned in there, there was no building going to be in there.

David Dunning: That is possible because of the drainage I do not think because of the wetlands.

Steve Tarbell: Somebody showed me a map.

Paul Wanzenried: Where was that?

Steve Tarbell: If you go up Prestwick Lane right toward the top and if you go into my backyard, I can see the houses that have been there quite a while, right there by Archer and Beaver there is that strip of land.

David Dunning: That is Archer. Behind him is Archer. Come down the back of the hill you hit Archer Road.

Steve Tarbell: If I walk from my backyard, I would walk right into where those houses are along by Beaver Extension and Archer Road those houses right there.

Paul Wanzenried: Oh, okay.

Steve Tarbell: I would walk right in their backyards. There is a strip.

Paul Wanzenried: Between you and the houses on Archer.

Steve Tarbell: Yea.

Paul Wanzenried: Wasn't that a.

Al Hellaby: A golf hole at one point.

David Dunning: Yea thank you. That was supposed to be a golf hole it was not supposed to be developed. I do not think that ever changed though.

Paul Wanzenried: I would have to go back and look.

Ron Brand: It was a golf course.

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David Dunning: No, it was a golf hole. At one point, it was three holes, practice greens.

Paul Wanzenried: Something like that. I am not so sure that phase two did not have a cul-de-sac or something coming down in there.

Steve Tarbell: I think it was almost to the stop.

David Dunning: You would have to look at the current site plan for that and it has changed a half a dozen times if not more.

Paul Wanzenried: Nothing is concrete for that section.

Ron Brand: Any other changes on that page?

Dorothy Borgus: I am just wondering about the last sentence in the second to last paragraph from the bottom. Is that still true? Is there a large lot residential zoning along Fisher Road?

Ron Brand: Yes ten acres RA-10 off the end of the runway at the airport.

Dorothy Borgus: Okay, and is it still true that there would be a recommendation that those large lots be dropped in favor of a zone that more accurately reflects actual conditions.

Ron Brand: Right.

Dorothy Borgus: I do not know.

Ron Brand: I was hoping to get the County to look at some kind of limited industrial use that might go in there that might have a large occupancy.

Dorothy Borgus: So you think it is okay.

David Dunning: Could be, you know one of the things, you know it brings up when you talk about the zoning. A lot of these zoning recommendations nowhere in our actions do we have anything that puts all those zonings together and it says okay the town has recommended the zoning of this place, this place, this place, this place there is nothing in our actions, goals and objectives.

Dorothy Borgus: There should be.

David Dunning: Yea I know that is what I am saying but I do not believe there is anything in there that says by the year this year you should be rezoning x, y, z properties or be considering rezoning these as recommended by the various portions of this plan.

Dorothy Borgus: Right.

David Dunning: I think we should look at that and maybe add that into one of our action items right.

Dorothy Borgus: Good idea.

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Ron Brand: Very.

David Dunning: Because we have talked about a few of them tonight. So, we capture them all in one place and work on them.

Dorothy Borgus: Right. It would not hurt to have a list of all them.

David Dunning: Exactly.

Dorothy Borgus: It would be easier to deal with instead of trying to go through here.

David Dunning: I think I have most of them in my notes so we could probably do that.

Paul Wanzenried: In that last paragraph the residential zoning north and west of Jacklyn Drive-McNair Drive is that not Wegmans property.

Dorothy Borgus: I would think.

David Dunning: Is it or is that now Daley's?

Al Hellaby: The only access we have is coming out in between those houses where the driveway comes out of the ballpark but we do not own any of that other property.

David Dunning: Oh no there is a piece of residential property that is going to be a group home.

Paul Wanzenried: Yea that is right next to the access of those fields.

David Dunning: Okay so that is what it is.

Paul Wanzenried: The ballfields are gated and you come out of Cassidy's barn that is where that properties access is.

David Dunning: Oh is that where it is.

Paul Wanzenried: The group home is right across from there.

David Dunning: Oh, okay.

Dorothy Borgus: So does that still hold true then in that second sentence that "the 2030 Plan recommends general industrial use of this land and a corresponding change in the zoning".

Paul Wanzenried: I am not sure because I still think that is Wegmans north and west.

Dorothy Borgus: If you look at the map.

Al Hellaby: West I would agree with.

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Paul Wanzenried: No, I think west is probably well it could be but I think Jetveiw Drive, there is a couple other properties.

Al Hellaby: But if I remember right, we bought the property next to 700 down there too and that is where maintenance is.

Paul Wanzenried: Right.

Dorothy Borgus: Would that require a zoning change though? It says, "it is recommended a zoning change".

Ron Brand: Well yea because that road area is R1-15.

David Dunning: Is the statement "Jacklyn Drive-McNair accurate or is it more north of Jacklyn-McNair, west of Fisher. That is where your residential properties are.

Paul Wanzenried: Right there is a strip along Fisher Road where residential properties Jacklyn, McNair and then Roger Brand's property at the end of the tracks.

David Dunning: Anything north of Jacklyn and McNair is Wegmans.

Paul Wanzenried: Right that is what I am saying.

Dorothy Borgus: So it would be north and.

David Dunning: North of Jacklyn and McNair and west of Fisher.

Dorothy Borgus: West of Fisher okay.

David Dunning: Do you agree with that.

Paul Wanzenried: I do agree with that.

Ron Brand: So Sub-Area Map 7 is okay the way it is.

David Dunning: Yea I do not see any issues.

Ron Brand: Okay.

David Dunning: The only change we need to do on the map is change Jetview Drive from a proposed road to an actual road. That needs to change. Also, ATATOD is that in here and does it identify.

Dorothy Borgus: No, I do not think so.

David Dunning: We should probably identify the ATATOD.

Dorothy Borgus: On the map, you mean.

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David Dunning: Correct. Didn't C&M get ATATOD too? The old DHL facility.

Paul Wanzenried: I think that already had it doesn't it.

David Dunning: I think we should label the map with the ATATOD's.

Ron Brand: Okay. Sub-Area 8.

Dorothy Borgus: This narrative for eight just does not seem to match the narrative throughout the rest of this plan and I am trying to think of why. It is just a different format.

David Dunning: There is bullet points and.

Dorothy Borgus: Yea and it was not like that anywhere else.

Paul Wanzenried: Because it is Clifton.

Dorothy Borgus: Yea the hamlet. It should identify the location of not correct the location.

David Dunning: It might be on our Future Land Use Map.

Paul Wanzenried: It is already labeled the public whatever.

Ron Brand: Semi-public.

David Dunning: What is that?

Paul Wanzenried: The fire department.

Ron Brand: The map is reflecting what it said to do.

Dorothy Borgus: But this one does not identify it.

Paul Wanzenried: Yes it does.

Ron Brand: Yes it does.

Paul Wanzenried: See that purple thing there.

Al Hellaby: The purple spot there.

Paul Wanzenried: That is the Clifton Fire Department.

Al Hellaby: Right in the middle of that big pink spot.

Steve Tarbell: It is labeled under "Public".

Dorothy Borgus: Okay.

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David Dunning: So what is wrong with that?

Ron Brand: So with all of these changes, we can take out those four bullets and then the only thing in Sub-Area 8 is the continuation of existing conditions.

Dorothy Borgus: Are the other ones done though, identify lands west of Mill Creek and north of County Route 135.

Paul Wanzenried: I do not know I think it is done.

Dorothy Borgus: Is that done?

Al Hellaby: Yes, it appears to be.

David Dunning: Again, you are looking at a Future Land Use Map and not necessarily the current zoning map.

Paul Wanzenried: But the statement from here is “recommends four changes to the Future Land Use Plan Map. These four changes are indicated on this map.

Dorothy Borgus: On the map?

Ron Brand: Yes.

David Dunning: That is true because the map was changed. The Future Land Use Map reflects what you are asking for.

Dorothy Borgus: So this is all done.

David Dunning: What is Agriculture Conservation on this map?

Paul Wanzenried: Tan.

David Dunning: Tan is okay. So, the Future Land Use Map indicates what this is asking.

Ron Brand: So take out the first paragraph and the bullets and the only thing you have is that one sentence.

Al Hellaby: I agree.

Dorothy Borgus: Yea it looks like it is all done, so that would all come out.

David Dunning: So there is no indication that those should actually be changed just the map should be changed.

Ron Brand: Right.

David Dunning: Nobody is suggesting that we rezone those properties.

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Dorothy Borgus: No.

David Dunning: But only for Future Land Use some day, we might want to think about it. What is the point of Future Land Use if there is no intent to change it?

Ron Brand: I think the Future Land Use.

Paul Wanzenried: You have already stated that you do not have a mechanism to trigger these changes do you.

David Dunning: Do you need one. Other than the comprehensive plan that says, you should do it.

Ron Brand: So what has not been changed on here? We have taken and identified the fire department.

David Dunning: I am saying that those statements are accurate. What is the value of changing a Future Land Use Map if there is never any intent to make it that in the future?

Dorothy Borgus: So you are saying you should not have a map.

David Dunning: Thank You.

Dorothy Borgus: Oh, but I can tell you what the thinking was when we did this. We just could not leave a part of town that did not have a map.

David Dunning: Understood but Future Land Use is what you intend to someday change that land's use to.

Dorothy Borgus: Leave it the way it is.

David Dunning: Then if you are going to leave it the way it is, why would you designate differently.

Dorothy Borgus: Because the future and the present are the same.

Paul Wanzenried: But Dorothy if you read the last sentence in the last paragraph, "The land use designations merely show what already exists and is expected to continue".

Dorothy Borgus: So it is the future and the present.

Paul Wanzenried: No, it is expected to continue there is no future. It is expected to continue as.

Dorothy Borgus: So what are you saying it should not have a map?

Paul Wanzenried: You change the zoning or you get rid of the map.

Ron Brand: You should change the zoning.

David Dunning: You can still have the map but it should have the current underlying zone. If there is no intent to never really change the zoning, why would you just not leave it to Agricultural Conservation?

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Why make a Future Land Use Map to change it to Rural Agricultural or to whatever you are changing it to it you do not ever intend to change it to that. So why would you change it from Agricultural Conservation what it is now to on the Future Land Use Map or any map unless you intend to do it.

Dorothy Borgus: So what do you plan on doing with this map.

David Dunning: It should all be Agriculture Conservation. Because there is no recommendation or reason to change it.

Dorothy Borgus: Whatever but that is okay?

David Dunning: Do you follow me?

Dorothy Bogus: Yea.

David Dunning: Am I right or.

Dorothy Borgus: Yea.

David Dunning: I do not get why we change, I understand if you are in a Limited Industrial and you want to change it over to because it is more because residential would make more sense in that particular area. You would recommend in the Future Land Use to become residential. Bu if you are changing it only for the sake of the map's appearance it is ill relevant who cares because there is no intent to change it.

Dorothy Borgus: Right.

David Dunning: There is no reason to change it. There is nobody that is coming in or ever has or will come in and ask to change it to those specific. Now is it just because we have some houses built in there now or some residents in there that the underlying zone of AC does not necessarily a part of those houses. Are they five acre lots where.

Dorothy Borgus: They are tiny.

David Dunning: The ones in Clifton proper. So, if that is the recommendation then we should look at doing that.

Dorothy Borgus: Okay.

Paul Wanzenried: So, you are saying the Town Board follows the comprehensive plan will.

David Dunning: Should, it is recommended that this area be this specific area be rezoned to Agriculture Conservation.

Dorothy Borgus: Okay. So, that is another one for the list.

David Dunning: Thank you, yes.

Ron Brand: Sub-Area 9.

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Dorothy Borgus: I do not know about that second sentence in the first paragraph is that?

Paul Wanzenried: The vast majority of this is in the Right to Farm.

Ron Brand: Yea.

Dorothy Borgus: Right. That second sentence there is a problem I think.

David Dunning: Minor exceptions noted below, the land use designations merely show what already exists and is expected to continue to exist.

Dorothy Borgus: The next sentence.

David Dunning: Okay.

Ron Brand: Do you want to say in the strategic farmland protection area? Because that is what your plan calls it.

David Dunning: However, that becomes another Sub-Area.

Ron Brand: Right.

David Dunning: Although Genesee Valley Regional Market should have never been.

Ron Brand: Is that actively being farmed?

David Dunning: It does not say actively does it? "No new applications for any type of non-agricultural commercial operations be granted in the delineated Agricultural areas within the corridor from the western town boundary". If you are defining agricultural areas as a zoning or are we defining only those agricultural areas that are being farmed?

Dorothy Borgus: If you rework the sentence, you would not have to worry about it. Instead of trying to fix this maybe, it is just easier to rewrite it and address the Farmland Protection Plan.

David Dunning: Okay.

Steve Tarbell: Is the third paragraph from the bottom is all that information there correct?

Paul Wanzenried: Third paragraph?

Steve Tarbell: From the bottom.

Paul Wanzenried: There are approximately 90 acres, that one?

Dorothy Borgus: I am not sure that is a lot that the town owns parkland in the Ballantyne area. Where would that come from?

David Dunning: That is accurate.

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Dorothy Borgus: That is accurate.

David Dunning: Yes it is land that we tried to actually wanted to donate to the Genesee Land Trust however, we can't because it takes an action of our State Legislature to let us convey property in that we have to replace that property with something else of equal size or portion even though we would be giving it to a land trust who would preserve it. It was deeded to us as Open Space Recreation, which means that we cannot get rid of it.

Dorothy Borgus: Okay, where is it.

David Dunning: It is Ballantyne Road across just before the greenway, just west of the greenway.

Dorothy Borgus: Okay.

David Dunning: So if you were back in the greenway in Jemison & Circle Street area all back in there is town owned land there is quite a bit of it.

Dorothy Borgus: Oh, okay.

Steve Tarbell: That is why I had a note it seemed like a lot.

Dorothy Borgus: It does seem like a lot.

David Dunning: It is.

Dorothy Borgus: The rest of what is in that paragraph is accurate.

Paul Wanzenried: In the second paragraph from the bottom, "the areas designated as agricultural lands correspond, for the most part, to the areas that are currently actively farmed or that lie within the County Agricultural District".

David Dunning: That is true.

Paul Wanzenried: Don't the landowners have to apply to be in the County Agricultural District.

David Dunning: Yes.

Paul Wanzenried: So that would subsequent to change from year to year correct.

David Dunning: No once it is in it is in is it not. Unless it is removed for some reason.

Ron Brand: Right unless it is removed.

David Dunning: Unless someone removes it.

Paul Wanzenried: Okay.

James Ignatowski: Can someone explain the fourth paragraph from the top?

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Paul Wanzenried: Not for nothing but we do not recommend single-family residential in this zone anyhow.

David Dunning: The current code allows or says that in order to put in a single-family home you have a minimum of a five-acre lot. Part of Farmland Protection and preservation of agricultural lands contradicts that and says that those lot sizes are too big. If you want to have a single-family home, you should be allowed to put a single family home on a twenty-thousand square foot lot and not necessarily take up five-acres of land for your house and your toys or whatever else you want the five-acres for nothing would take away farmland. So, the Farmland Protection Plan's recommend that be revisited and is being revisited now to modify code to allow for in those areas where you could put a single-family home to be on a smaller footprint and smaller lot size. As a matter of fact, I think one got that on Stryker Road and Chili Scottsville. Carole Thoms daughter they sectioned off a one acre instead of having a ten or fifteen acres so it is in smaller lots not to chew up farmland and AG land for a single-residential property.

James Ignatowski: Is that the Monroe County that whatever controls or regulates septic systems, if you have a raised septic system if your property has claimed drain away you would have to have a five acre so it depends on what you are going to have for a septic system.

David Dunning: Not necessarily the town can say anything it wants as far as what you are putting onto a piece of property and how much property you can use for specific and our code will and if you can't put a septic system on it then guess what you do not build. It is trying to prevent a developer from coming in and say he wants to build twenty houses in a sub-division but he is going to have five-acre lots. So, you are going to have one hundred acres of AG land taken up by these houses because these people want big homes on big sprawling lots. It is designed to prevent, code is designed to prevent that from happening.

James Ignatowski: In all honesty, basic economics would prevent that from happening.

David Dunning: You would think so too.

James Ignatowski: Generally it does.

David Dunning: We would not necessarily be concerned about the septic system or how you get water or how you get sewer or whatever else. We do not want to chew up AG land, agricultural land for the sake of someone's desire to stretch their feet.

Ron Brand: So we are all set with this page then. Next page.

Dorothy Borgus: I think so. Well the second paragraph the first sentence is done. Comes out right. "The 2030 Plan recommends that the Town of Chili, together with the Town of Wheatland submit an application". That first sentence should come out that is done.

Ron Brand: Second, sentence too.

Dorothy Borgus: Second, sentence too.

David Dunning: We are working on that. We are going to work really hard on that too.

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Dorothy Borgus: Well cant the whole paragraph come out?

David Dunning: Yea the whole paragraph can come out. Well, “the results of such master plan document could identify changes to existing” which is true.

Dorothy Borgus: How about identify. It says it could identify, identifies to existing lands. Instead of could identify. It should be identifies changes.

David Dunning: Oh.

Paul Wanzenried: At that point you should say “the”.

David Dunning: The document does identify changes.

Dorothy Borgus: The master plan document identifies. Right?

Paul Wanzenried: Correct.

David Dunning: The Farmland Protection Plan not a master plan. Correct Ron is that verbiage more accurate.

Ron Brand: Yes.

Dorothy Borgus: It should be the Farmland Protection Plan.

David Dunning: The Farmland Protection Plan identifies changes to existing land use regulations.

Dorothy Borgus: Okay. You want that last sentence in there.

David Dunning: Yes, I would say. Well, it could be changed to “does”.

Dorothy Borgus: Or identifies.

David Dunning: Does identify other components of land use, such as drainage considerations to sustain the investments made in the installation of farmland field tiles.

Paul Wanzenried: Didn't we go thru this farmland field tile and how do we know and that whole.

David Dunning: Yea but that is different it still does not mean that the recommendations did not get identified. Whether or not they get done is another thing but they have been identified.

Paul Wanzenried: I just remember in our conversations that the knowledge who has the knowledge of where field tiles are located and who has them and who doesn't is limited to.

David Dunning: Whoever put them in.

Paul Wanzenried: My recolonization is one man but you know the rest of us are ignorant as to where this stuff is.

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David Dunning: True, but the statement in addition such as a Farmland Protection Plan does identify other components of the land use such as drainage, it does identify considerations drainage to sustain the investments made in the installation of farmland field tiles. It is there. Whether they get installed or not is another thing, it is irrelevant to this statement. How they get installed where they get installed but it does recommend them.

Paul Wanzenried: Okay.

Ron Brand: I think that has to stay.

David Dunning: The next paragraph the bigger paragraph I do not recall where that water surface is going to be run. There is a plan right now for water.

Paul Wanzenried: Isn't there water out there?

Dorothy Borgus: In Wheatland?

David Dunning: Yea, from Wheatland into Chili.

Dorothy Borgus: That was a big worry when we were doing this. Because would could see all kinds of farmlands being chopped up for lots.

David Dunning: Yea but it does not go that far. It cups up into Chili but I do not remember exactly where.

Al Hellaby: The big tie into the pump station down by Morgan Road by the railroad tracks.

David Dunning: Maybe that is.

Al Hellaby: Right at the bottom of the hill.

David Dunning: Maybe that is it I do not remember exactly where it is coming in from it is tying in from Wheatland. There is a new line being put in.

Paul Wanzenried: Where would it be coming from Wheatland, Scottsville Road?

David Dunning: I don't remember.

Dorothy Borgus: Yes, I think it was that way. Back when this was written that was the way.

David Dunning: This is new that we got probably two, three months ago. I cannot remember the location of that you know what I am talking about though right.

Paul Wanzenried: I know the document you are talking about.

David Dunning: Well I will have to look at that because that might change this statement a little bit. I am sure it is still on my desk somewhere.

Ron Brand: If you have it please forward it. I am not seeing anything at the County AG Protection Board.

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David Dunning: I do not remember do we make mention of this new gas line being run too in this anywhere.

Should we make mention of that being run. A new gas line being run from.

Al Hellaby: In the back of my place.

David Dunning: Yea it is not a service main but a gas main being run from Morgan and Chili Scottsville all the way out to Ballantyne Road. They have the Ballantyne Road in, and that is where those big furnaces are on.

Ron Brand: Across from the Country Club.

David Dunning: Right, and they have to heat the gas to make sure it does not freeze so it is being heated there and brought in but the line is going in up thru Chili Scottsville, Morgan Road.

Dorothy Borgus: Are we done for tonight?

Ron Brand: Yes.

The next meeting of the committee will be TBD.

Meeting adjourned at 8:32 pm.