

CHILI PLANNING BOARD
September 8, 2020

A meeting of the Chili Planning Board was held on September 8, 2020 at the Chili Town Hall, 3333 Chili Avenue, Rochester, New York 14624 at 7:00 p.m. The meeting was called to order by Chairperson Michael Nyhan.

PRESENT: Paul Bloser, David Cross, Joseph Defendis, Matt Emens (arrived late), Glenn Hyde, John Hellaby and Chairperson Michael Nyhan.

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

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

PUBLIC HEARINGS:

1. Application of Brad Humberstone AIA 7607 Commons Blvd., Victor, NY 14564, Rochester Drug Co-Operative Inc., owner; to allow renewal of special use permit warehouse and distribution at property located at 50 Jetview Drive, Rochester, NY 14624 in LI District.

MICHAEL NYHAN: At the request of the applicant, this has been withdrawn until further notice.

2. Application of 3457 Union Street LLC 3457 Union Street, Rochester NY 14624, owner; for final site plan approval of the proposed Phase 2 Union Street Industrial Park to construct a second warehouse totaling 300,000 sq. ft. at property located at 3457 Union Street, Rochester, NY 14624 in GI District.

David Cox, Mike Erne, Tim Geier and Abby Cook were present to represent the application.

MR. COX: I'm David Cox with Passero Associates, the civil engineer for the project, and also with me is Mike Erne from C&M Forwarding. So we have the owner here if you have any questions along those lines.

I will let Mike (Erne) just say a couple words before about the growth they're experiencing and why this building is important.

MR. ERNE: Good evening, everyone. Thanks for having us here tonight. We have experienced tremendous.

MICHAEL NYHAN: Your name and spell it for the Secretary.

MR. ERNE: Mike Erne. C&M Forwarding. As David (Cox) mentioned, we have experienced tremendous growth over the past year as we moved into the new facility. We have a need for some additional space on the property and that's what we're here tonight to talk about.

Further growth in our business has forced us to look at the utilizing property we have at Union Street and trying to grow that accordingly in Chili here.

MR. COX: So just to highlight that when they did Phase 1, they built 300,000. They were thinking, "Five years, maybe ten years we'll be good, we'll be set, that will hold us over for a while."

And then it was like a little over four months and they were pretty much filled and ready and almost out of space. So a couple factors that played into that was one, COVID -- when COVID hit. It just really upped the trucking business a lot. So they got a huge boost from that.

One of the other features is when you build a really nice warehouse like they did, brand new, people want to store their stuff there. You know, if they have stuff where -- if they have a warehouse that is falling apart, leaking and then you have a brand new warehouse that is top -- you know, really good shape and right off of 490, they say, "Hey, let's go over to this new place." So that brought a lot of new business.

And the other thing is looking ahead, is they also lease a bunch of warehouse space, as well. And looking down in the next two years or so, that they don't think that they're going to be able to renew some of their leases coming up. So that also created a need for -- for the additional warehouse.

So just kind of running through where we were a couple years ago, so -- so we originally came in with this Master Plan for this whole property over here. 78 acres. And we master-planned 3 -- 3 -- 300,000 square foot buildings. We got approval for that. Then we went to final Phase 1 and got approval for the first 300,000 square foot building which they built. You can see the -- there is kind of a picture here. Right after it got built last winter. So turned out

great. And now they're looking to do this Phase 2 building.

So here is the Phase 2 plan. So here is the Building Number 1 (indicating), and then here is the proposed Phase 2 building that we're looking to build (indicating).

And it is -- as Mike Hanscom pointed out in his letter, it is slightly different. I will go over the one change. So in brown here (indicating), here is the original three buildings (indicating). So the overall Master Plan anticipated that Phase 1 building and Phase 2 building would share this common drive aisle (indicating) and would have truck docks on both sides.

So after Kevin Daley got Phase 1 going, he really utilized a lot of this truck parking for trucks waiting to pull up to a dock or waiting in between. So he says, "I can't lose all this truck parking here" (indicating). So we had to shift the Phase 2 building over and then we created its own drive aisle with loading docks and parking along here (indicating).

So that is the major -- or not even major, but the slight change from the overall was just shifting that Phase 2 building over.

So we realized that Phase 3 that we're -- we're kind of eating into some of the Phase 3 land, so we can't build it exactly how we had planned originally, but the existing west edge of pavement that we planned for originally, that is kind of our -- our limit.

So we're -- you know, the overall amount of impervious area, we have to stay within. Those are our limits. We have to stay within the building square footage. It was approved preliminary. So we're still in all of those -- all those SEQR thresholds and below what was approved preliminary overall.

As far as storm water -- so there is a big storm water pond in the front on both sides of the road coming in. Those were constructed during Phase 1. About half of Phase 2 was always planned to go to those existing storm water facilities. That is still going to be maintained and go there.

And then this pond back here (indicating) was always slated to go in with Phase 2, which will be constructed as part of Phase 2.

Matt Emens arrived.

MR. COX: And then these ponds in the back here (indicating) will get constructed with Phase 3. So storm water is still -- as the original approval. Still the same there.

As far as utilities, we brought a sanitary sewer, bored it under Route 259, Union Street. So that is the sewer we will be tying into. The gravity sewer -- we'll be tying into that gravity sewer for that.

And water, since this Phase 1 is its own lot and Phase 2 is on a separate lot, we have to run separate water, which is what we planned for originally. In the overall approval we had a separate water main for each of the three buildings. So that's the same as it was.

As far as environmental is concerned, we did a Phase 1 archeo study for the whole property during Phase 1. SHPO gave us a no impact letter so we're clear on SHPO. We're good on there.

As far as wetlands, we did all of the wetland disturbance and all of the mitigation area as part of Phase 1. So all of the wetland work has been completely done and there is no additional disturbance to wetlands that is required for Phase 2. You can't see it here, but the -- the property keeps going this way (indicating).

So Phase 2, we're actually providing 65 percent green space. It will get cut down a little bit when we make 3, but as of right now, it's a very high percentage of green space for the property.

And then onto traffic. So as part of the preliminary approval, part of the Phase 1 approval, it was -- one of the conditions of approval was each subsequent phase needed to have an updated traffic study performed. So we did an updated traffic study. We have submitted that to the DOT and we have received feedback from the DOT. Kind of the highlights of that are that the project requires a left-turn lane for the main entrance and then they also asked for us to do a signal warrant analysis down at the 490 East off-ramp. So a signal warrant analysis and a crash analysis. So we are working on performing those, but we have not -- have not finalized that yet.

One of the other things they mentioned about was the possibility -- let me see if I have a map that shows it better.

So there is a loop road that comes off Union Street down here (indicating), and then it loops under the bridge to the property. So as part of Phase 1, we did install a connection there for emergency vehicles just to have a second means of access. In case this main entrance got blocked for any reason, there is a second means for -- for emergency access.

So one of the DOT's comments was what about making trucks pull into the loop road and loop around and instead of coming up here and taking a left, instead of -- putting a left turn lane in.

So some of the things that are -- that are challenging with that is one being that the -- the project entrance and the project sign is way up here (indicating) and the loop road access point is about 500 feet south.

So when trucks are coming up on Union Street, you know, they see the -- the -- the sign for the project. They know it's on the left side of the building. Their eyes are going to be drawn towards this entrance and there is a possibility that they could miss the loop road. Not to mention that everyone who has been going to the Phase 1 already is already using this access. It's trained, this is where the access is. Trying to retrain them to use a different loop road could be somewhat challenging. If they do, in fact, miss that loop road and they're continuing going on Union Street and they're like, "I missed it. I don't know what to do," if they missed this entrance and keep going, there is no real good place for trucks to turn around or pull a uey. They're

headed up Union Street and there is no way to know where they would end up turning around or turning. So that's a little bit of a challenge.

There is a single-family home here on this loop road, so we would be introducing a lot of truck traffic by a single-family home.

The other thing we did, was we analyzed for truck movements. The loop road is kind of like a 90-degree turn. It is pretty sharp. A truck, even taking up the entire road, still goes on the grass on both sides and can't even fit within the pavement. And there is -- the abutments and grass is pretty steep from Union Street being up pretty high, there is not a lot of room to -- to make the pavement bigger without starting to erode the abutments that hold up the road.

And if -- and for two-way traffic, two-way truck traffic, it is just -- is -- it just doesn't work at all. There is complete conflict. If one truck is coming up this way (indicating) and one truck is coming this way (indicating), they can't see each other at all because of all of the abutment here. They wouldn't be able to see each other until they're both making the turn and then having -- they would have to be backing up and it would just -- it would create quite a -- quite a lot of confusion and is not ideal for -- it just doesn't work for two-way traffic at all.

So one -- one of the thoughts that I have heard is, "Well, what about if you make it one way?"

So the problem is, that right now, this loop road is a Town-maintained road in a dedicated right-of-way. If you make this one-way, it ends at a turnaround. So if you -- if you go one way and then it goes to a turnaround, what -- what is -- you know, if someone from the public traveled on this, they get to the turnaround, what are they supposed to do? They would have to go back to the one-way street, going the opposite direction of a one-way street. And then there -- if there's a truck coming along, coming around the corner, I mean that could really introduce some -- some bad -- a bad scenario, if you will.

Or the other thing would be -- you would be forcing the public onto private property, which obviously is not ideal either. So I just don't see how making it one way would work at all.

And two-way just doesn't work for truck traffic. The road is just not set up for that, as well.

And with these 90-degree turns on the -- and the trucks running over that would eat the pavement up quite a bit, which the Town, um -- it's a Town road, under Town maintenance, so don't view that as -- as a very good option.

The -- the -- we received Town Engineer comments. Um, most of them were all technical in nature, but just the ones that -- that I want to highlight is the various, they -- he brought up three variances which we have submitted to the ZBA.

One is for the number of parking spaces. We don't need that many parking spaces, because it's a warehouse building. So we don't need 750 parking spaces for a warehouse building. So we're requesting a variance for that. The same variances we asked for Phase 1 we're asking for Phase 2.

The second being no parking in the front yard. So this is considered the front yard of this building, even though it is behind Phase 1. You won't ever see the parking and it is set, you know, 1,000 feet off the road. It is still front yard parking. So we're getting a variance for that.

And then the third is off-street loading berth, which is 14 feet wide and we have 12 foot wide parking stalls for the truck traffic which is industry standard and what Phase 1 is.

Um, and the other thing -- so Phase 2 is purely warehouse. Phase 1 is about 75 percent warehouse, 25 percent cross-dock. So cross-dock is where, you know, trucks are unloading a bunch of stuff and then they're going directly into other trucks to be shipped out. So there is definitely more -- more turnover with cross-dock and there is a large office component because it's C&M's headquarters. So there is a large office building. Phase 2 building doesn't have that stuff. It is purely just warehouse. So we're estimating traffic generated by Phase 2 to be about 50 percent to 75 percent of Phase 1. So it's going to be less -- less traffic than Phase 1 is.

Um, and I showed the exhibit of what changed. That was one of Mike (Hanscom)'s comments. Oh, and the -- the building is going to be that, essentially. You know, it's going to be the same materials, same size. It's going to look like that. It is one of the nicest looking warehouse buildings in Rochester for sure. Everyone who goes to the site, if you haven't been there, people say this is a really nice site. It works well. The winding kind of -- entrance drive, the ponds on both sides. It's a really nice warehouse industrial park that we have here. So C&M Forwarding is a homegrown Chili business who has just been growing like crazy and being very successful, and they are looking to go with a Phase 2 to meet their -- meet their needs and to meet their future two to three-year goals. I can take any questions you have.

MATT EMENS: Hi, David (Cox). So I guess the first one is on Phase 3, is this the old drawing or the new?

MR. COX: This is the overall plan.

MATT EMENS: So I think one of the questions that was in here, and I'm trying to understand, is what -- what are we thinking is going to happen in Phase 3 then?

MR. COX: Phase 3 is unknown at this time. Obviously we're -- I mean, there is a good chance it will probably be warehousing. The site lends itself. I mean, after they build this next building, they will fill it up in four months again. I don't know. But most likely it is going to be some -- it is going to be warehousing. I can't say for that for sure because we don't yet. Let's get Phase 2 built and then we'll see. But we do know that it is going to have to leave -- we have gone into its footprint, so either the building will have to get smaller or maybe as -- we could have the same size building, but it would have to be something like with like no parking or no -- or very little turnover of traffic or something.

MATT EMENS: Or just an addition to Building 2.

MR. COX: Or maybe an addition to Building 2, right.

MATT EMENS: Is -- so on the -- so on the -- and if I missed it, I'm sorry. We were talking a little bit about the truck traffic at DRC and they were talking about using a one-way road. So basically what we're saying, your position, your clients's position is that you don't think that is workable?

MR. COX: Right.

MATT EMENS: You're not interested in trying and you guys have your solution.

I guess the one thing that was in there, they talked about the length of queuing, storage of 360 feet. I think that is more than what you guys had shown on here. Or is that something you guys have revised, for the lane storage?

MR. COX: If I can find it. That -- so this is a revised left-turn lane showing the storage or stacking distance that they -- the DOT requested.

MATT EMENS: Okay. So I'm sorry. Just catching up here. This is the same drawing we have?

MR. COX: No. This one got revised.

MATT EMENS: The one you're showing is revised from what we have now?

MR. COX: Correct.

MATT EMENS: What is total length of the storage lane?

MR. COX: 360 feet.

MATT EMENS: Which is what they asked for?

MR. COX: Right.

MATT EMENS: The taper is 75 instead of the 50?

MR. COX: Yep.

MATT EMENS: Okay. That's all I have right now.

JOHN HELLABY: How much wider do the lanes have to be up there on Union Street to put that in, that left-turn lane in there? Do you have to physically fill the slopes on the sides?

MR. COX: Yes. So you're adding about 6 feet of pavement on each side. It's not too bad on the west side. This is the west side (indicating). We can fill that in without really having to do much effect on the slope.

On the east side, we do have to put in a retaining wall along here (indicating), because it -- the embankment is pretty steep and we would have to chase it all of the way down the bank. So we'll probably end up with a 4 foot retaining wall along the portion of it.

JOHN HELLABY: Have you actually done a cost analysis of what that would be versus the --

MR. COX: Loop road?

JOHN HELLABY: Along the other side, what modifications would you have to do there?

MR. COX: Yes.

JOHN HELLABY: Because I actually agree with the Commissioner of Public Works here and Mr. Hanscom's letter that he feels that you should investigate going that route and I do, too. I will be 100 percent honest with you. When I was up there last month and had a truck pull out in front of me, I thought that was part of the original approval for that, was using that side road. But I was informed otherwise.

MR. ERNE: I don't mean to interrupt.

MICHAEL NYHAN: Hang on. Let the engineer answer that.

MR. COX: So we -- we did look at that loop road. The loop road is a very long distance. You know, you're talking 1,000 feet of pavement and you would be replacing the entire thing full depth because this is not set up for truck traffic right now. Versus a left-turn lane, you're just adding 6 feet on each lane, you know, for a little bit.

So as far as its pavement, it is substantially way less. But back to the loop road, I don't see how we can make that loop road work, that it would have to be two-way and two-way just doesn't work. There is just not enough real estate to make it proper so that trucks can turn and not go into oncoming traffic.

JOHN HELLABY: Again, granted I can't look into the future, but I'm concerned that all of a sudden you're going to have a major problem up there, some one of these winter days, somebody comes screaming up over the top of the bridge, it might not be the truck driver's fault. Might be the other fool's fault. But if you got a fatality up there, someone is going to be saying they should have probably used that loop road. I'm not concerned about the cost. The cost is part of your problem to build this facility.

I would like to see some sort of comparison that proves to me why that can't be done, because I still believe it can be. That's all I got right now.

MICHAEL NYHAN: Dave (Cox), did you have a turning radius study? That what I heard?

MR. COX: This is the turning radius study.

MICHAEL NYHAN: For single truck?

MR. COX: For tractor-trailer. It is showing that it doesn't -- it doesn't work.

MICHAEL NYHAN: What do you run into, the -- the -- that is around the bridge abutment?

MR. COX: Yes.

MICHAEL NYHAN: The slope that comes down, I assume that can't be moved?

MR. COX: Yes. That is set at the exact angle to support the bridge abutment. If you take that away, it takes the whole structural integrity away of the flyover bridge overpass.

MICHAEL NYHAN: In your traffic study when you did that and submitted it to the State, they replayed -- I think they preferred the loop road if you could make it work, as the Commissioner does, but they recommended the distance for a left-hand turn that would be safe?

MR. COX: Yes.

MICHAEL NYHAN: And you increased it to meet that recommendation?

MR. COX: Correct.

MICHAEL NYHAN: Okay. Just wanted to make sure I was clear on that. Okay.

DAVID CROSS: So I -- Mike (Nyhan), I didn't -- I didn't see a copy of the traffic study in my materials. Did anybody else get that?

MICHAEL NYHAN: No.

MATT EMENS: No.

DAVID CROSS: It says in the cover letter it was included.

MR. COX: We submitted it.

PAUL WANZENRIED: I'm holding on to your copy.

DAVID CROSS: So the State has received that?

MR. COX: Yes.

DAVID CROSS: They provided comment?

MR. COX: Yes.

DAVID CROSS: The biggest concern is traffic. I will echo Al (Hellaby)'s concerns. And my other thought is -- I don't -- what -- what percentage -- I don't have the traffic study, so what percentage of traffic is going north up Union Street versus south down towards 490?

MR. COX: So the major traffic -- you know, essentially almost all of the truck traffic for this project comes from 490 and then when it leaves, it goes back to 490. That is the --

DAVID CROSS: I thought I saw a comment from Mike Hanscom at the side table about having any northbound traffic mandate that they take the loop road so they would turn right out of the loop road. I thought that might be a good idea. But again, I don't know how much traffic that is. If it is a couple trucks a day or 200.

And then as far as the -- the pulled-up asphalt on that loop road, I think a good portion of it is David (Cox). Don't question me on it, but you have trucks going to Union Processing, Byrne Dairy's warehouse facility. It looks like the same pavement. You're right, you have a tough corner there, but there may be some way to work out at least one -- one-way traffic -- truck traffic through there.

PAUL BLOSER: How many trucks are you running today, currently, roughly a day?

MR. ERNE: I don't have the number in front of me, but our fleet is comprised of approximately 65, 70 of our fleet drivers. But then on top of that, a high percentage of the traffic coming into the facility is outside drivers coming into the warehouse. So part of the problem we run into, as David (Cox) mentioned, some of -- many these truckers have been here before, but many have not. So when they come in for the first time to pick up for -- a container for Wegmans or a customer, they may not necessarily know -- they need time to see the sign, they go to make the turn, and make the left. That is probably 50 percent of the traffic day in and day out of the facility right now.

PAUL BLOSER: You're saying maybe 125 trucks a day?

MR. ERNE: Roughly. That doesn't include the turn. Whatever David (Cox) has in the traffic study. So a -- a driver making the trip a couple times.

PAUL BLOSER: With Phase 2 we're looking at what percentage increase on that traffic?

MR. COX: 50 to 75 percent, in that range.

PAUL BLOSER: Wow.

MICHAEL HANSCOM: My comments would be with the loop road. I believe what Dave Lindsay and your team of one-way traffic, is only one-way truck traffic going underneath the bridge.

Other than that, the loop road would be two-way traffic as it still is.

In regards to the embankment, probably put in a retaining wall there supporting -- in order to make it possibly wider for the trucks.

MR. COX: So if you make a one-way from just under the bridge, if someone from the public or a plow truck, you know, of the Town comes and plows the one-way traffic, they go to the turnaround, what are they supposed to do after they get to the turnaround?

MATT EMENS: They have to stay there.

MR. COX: They have to stay there, which is probably fine for the first four to five cars. After that, it might become a little more challenging.

MICHAEL HANSCOM: You would have to ask Dave Lindsay with regard to the plow trucks and how they would handle that.

I don't think there is that many residential people that travel that route, other than the people that actually live on it.

I'm sure they don't do it now. Do you have any problems with cars coming in there currently? And having to go back out?

MR. ERNE: We do have some traffic that comes in accidentally and they get to the gate and they have to turn around and go back. At least a few times a day.

MICHAEL HANSCOM: I find that a little I hard to believe, but...

COMMENTS OR QUESTIONS FROM THE AUDIENCE: None.

Michael Nyhan made a motion to close the Public Hearing portion of this application, and John

Hellaby seconded the motion. The Board unanimously approved the motion.

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

MICHAEL NYHAN: Main discussion is around traffic and the turning roads. To refresh my memory, though, the traffic light, did you already do one study that indicated it wasn't warranted but you're going to further investigate it, the number of accidents that have been there; is that right?

MR. COX: So the way the traffic signal warrants were -- is -- there is not a if it meets X, it's required. There is -- there is a range of whether -- it's really the DOT's judgment call. So when we did the -- when we look at the warrant analysis, if there is -- there are eight warrants you do for a signal analysis. So it's really up to -- if it meets like three or four, typically the DOT is always -- you have to put in a signal. If it meets one, they don't always -- they say yeah -- sometimes -- it's their judgment call whether they think it needs a traffic signal.

So that -- that intersection really operates fine except for the off ramp left onto Union. It's that one turning movement that is an F. All of the other turning movements are fine. So it is really just that left, um -- from the off-ramp onto Union to head north that is the problem.

So the analysis we did and the traffic study was how much delay does that create and how far do trucks or cars back up on the off-ramp. Does it back up so far that it starts to create a safety hazard onto 490. So that off-ramp is 1400 feet long. Our stacking is about 170 feet, is how much the cars would stack up to. So that is still more than ample space for cars to get off of 490, decelerate and come to a stop. So those are the different things that the DOT weighs in on. They have asked for the crash analysis and the warrant study, which we're working on. Once you provide that, it is really up to DOT to decide if they think it's warranted or not.

MICHAEL NYHAN: Okay. Thank you.

MR. COX: Yep.

MATT EMENS: So I guess I'm a little confused maybe by the 50 and 75 percent.

MR. COX: Sure.

MATT EMENS: So does that mean you see based on the new use of the second building a decreased amount of traffic --

MR. COX: Just for -- say Phase 1 had 100 trucks, Phase 2 would generate 50 to 75 trucks.

MATT EMENS: Right.

MR. COX: But this would still be an increase.

MATT EMENS: Understood.

But what I'm saying in the original Building 2 and Building 3, right, you're saying that it would have been 100 and now it's only 50 or 75?

MR. COX: Oh, compared to the original we -- so the -- we didn't analyze just Phase 2 when we did the original. We did a Phase 1 traffic study which analyzed just Phase 1 and we did an overall which analyzed Buildings 2 and 3.

MATT EMENS: Right.

MR. COX: So we didn't break it out separately for Phase 2, so I don't have numbers to compare how --

MATT EMENS: I guess I'm trying to get a gauge for -- we can't see the future, so we don't know what 3 will be. I'm guess what I'm saying is if the DOT's comments -- based on what they're seeing right now today, which is 1 and 2 and that 50 to 75 percent, right, are we -- you know, are we shooting ourselves in the foot for 3 here and not looking at this other road, the service road or other options of the service road?

MR. COX: So with the left turn lane put in, when we go to Phase 3, the only additional mitigation that would be required would be that signal.

MATT EMENS: Okay. But the rest --

MR. COX: The rest of it wouldn't change at all.

MATT EMENS: Okay. Thank you.

JOHN HELLABY: I don't know how happy I'm voting on this which -- when there is still information missing from the New York State DOT. Reading Mike (Hanscom)'s letter, I can't tell whether or not they're accepting this or they're not. And I -- it's looking like it needs further investigation.

MICHAEL NYHAN: They did send a letter. They accepted the left-hand turning lane, but they preferred a road under the bridge, if it would work. When they looked at the traffic study. I'm looking for a copy of the letter. Paul (Wanzenried), you received the letter, as well, right? I don't have a copy --

DAVID CROSS: I had it.

MICHAEL NYHAN: Oh, you have. It -- here is the letter. I'm not sure why you didn't get that.

To summarize it, the left-hand turning lane was approved, but they would prefer if it would work, to go under the bridge on the service road.

Do I have that right, Paul (Wanzenried)?

PAUL WANZENRIED: That's correct.

MICHAEL NYHAN: That's correct. And I think what I'm hearing from Dave (Cox) is, the right-hand turn, the 90-degree turn is too sharp. You would have to remove some of the earth embankment around the bridge abutment in order to make that work; is that what we're hearing?

MR. COX: Right. Yes.

JOHN HELLABY: But --

DAVID CROSS: Could.

PAUL WANZENRIED: So that could that be mitigated by a retaining wall?

MR. COX: The retaining walls are challenging in that you have a lot of force -- that -- that bridge is very high. There is a lot of mass, a lot of earth.

So when you have that -- I guess the plane of force coming down at the angle the earth is set at, when you start trying to excavate that, there is a lot of force that is being exerted on that -- that would be a lot for a retaining wall to -- not -- not saying it couldn't, but I'm saying it's a lot.

PAUL WANZENRIED: There is a 4 or 5 foot tall retaining wall at the base of the bridge under the bridge, correct? And then it starts the angle?

MR. COX: Yes. Yes. And that retaining wall is up higher, where the force and load is much, much less. Not the bottom.

DAVID CROSS: I did look at the traffic study and my concern is the volume headed north up Union Street is -- it is very little. 95 percent of the traffic is -- is headed south towards 490.

MICHAEL NYHAN: Okay. So based on everything we have heard, the letters -- did you read those?

JOHN HELLABY: Yes.

MICHAEL NYHAN: Did you see the letters, Matt (Emens)?

JOHN HELLABY: You can see them.

MICHAEL NYHAN: What do we want to require as far as entrance into the -- into the complex? The left-hand turning lane on Union Street? What I'm hearing is the -- the road under the bridge would be too tight.

ERIC STOWE: The DOT letter references feasibility. I think you guys would need to make a determination whether you have sufficient data to support the feasibility or lack of feasibility.

MICHAEL NYHAN: For --

ERIC STOWE: Or request more information.

MICHAEL NYHAN: For the -- to --

ERIC STOWE: To determine that feasibility, right.

MICHAEL NYHAN: To deter from what they recommended, which is the left-hand turn.

ERIC STOWE: Right. Their preferred scenario is the loop road. But if it is not feasible -- and I think that is the key word, is whether it's feasible or not.

MICHAEL NYHAN: Right.

PAUL WANZENRIED: Feasibility from a cost standpoint? Or feasibility from a utilization standpoint?

DAVID CROSS: You have to think safety and cost.

ERIC STOWE: Cost, utilization -- I think all of those are the components of it.

MATT EMENS: I guess the other question is if there hasn't been any other discussion between the Town Engineer and the -- the Commissioner of Public Works since this letter has come in, I don't know if they have agreed hearing this information or if they have been provided any of this that is the feasibility is based on their comments from DRC.

MICHAEL HANSCOM: I'm not aware if Dave (Lindsay) has received any additional information regarding the feasibility.

MICHAEL NYHAN: Dave (Lindsay) forwarded us everything he has. So we have what he has received.

MATT EMENS: Okay.

MICHAEL NYHAN: So I'm certainly not an engineer. I would have to -- if we're being told it's not feasible, to cutaway that road, to cut away that earth, um, the only question is do we go with that or do we -- I guess there is such a thing --

MATT EMENS: Well, you would --

MICHAEL NYHAN: Another opinion?

MATT EMENS: No. Well, I think you would ask them to sit back down with the Commissioner of Public Works and Mike (Hanscom) and review some of these things and come up with some more information to see if they believe the feasibility piece could be checked off.

MICHAEL NYHAN: Mike (Hanscom), you did review it with David (Lindsay), correct? You reviewed this with David (Lindsay)?

MICHAEL HANSCOM: I -- I always send my review letters to Dave (Lindsay) for his review before they get submitted to the Planning Board. So he is aware of it -- it --

MICHAEL NYHAN: From an engineering perspective, the feasibility of being able to make that road work for a 90 degree left-hand turn, has that been discussed with the Commissioner of Public Works, David Lindsay?

MICHAEL HANSCOM: It was discussed somewhat during the review of the preliminary plans back when this was initially done. They generated some of the same path, but we haven't seen that -- that drawing that -- that we have in front of us now, to see how it works going underneath it.

JOHN HELLABY: I think they should have a discussion. I don't think -- not stalling -- but actually tabling it for another month here, to make sure we're -- we're making the right decision on this, because it's -- we need an answer with the people in the know. I would feel a lot more comfortable.

MATT EMENS: Yeah.

MICHAEL NYHAN: Other Board members?

DAVID CROSS: I agree.

MICHAEL NYHAN: So can we do that? Let's have you sit down with Mike (Hanscom)

and David (Lindsay) and go through the plans and show the ability to be able to or not be able to cut away that embankment to be able to make that a workable solution?

MR. COX: Sure.

MICHAEL NYHAN: And we'll -- so if you want to request to table this until the next meeting in --

MR. COX: Yes. I request a table.

MICHAEL NYHAN: Pardon?

MR. COX: I said I request for it to be tabled.

MICHAEL NYHAN: Is there anything else that we want or are -- are unsure or any other information -- we focused on traffic, but is there anything else on an environmental standpoint, parking, anything else we would want them to take a look at before they come back?

DAVID CROSS: We have already looked at it through preliminary.

MICHAEL HANSCOM: One of the things I asked for in my letter was for an updated SWPPP to make sure that the -- the storm water management ponds they're proposing can actually handle Phase 2. Because proposed Phase 2 has a significantly greater amount of impervious area than the -- than the Phase 2 was in the original proposal. So the -- so the one additional pond they're providing may or may not be -- I would like to make sure they have figured out before they come back for the next meeting.

MR. COX: Sure. That's not a problem.

MICHAEL NYHAN: Are there any easements or road changes that would need ownership, or need to be done as a result of any of these? Okay.

In that case, I will make a motion to accept the request to table this from the applicant.

JOHN HELLABY: I'll second.

The Board was unanimously in favor of the motion.

MICHAEL NYHAN: You want to be on the agenda for the next month?

MR. COX: Correct.

MICHAEL NYHAN: Thank you, David (Cox).

MR. COX: Thank you very much.

DECISION: Unanimously tabled by a vote of 7 yes. This matter has been closed to the public.

3. Application of Chili Fire Department 3231 Chili Ave, Rochester, NY 14624, owner; for preliminary site plan approval to erect a 20,000 sq. ft. structure (Fire House) at property located at 3231 Chili Ave, Rochester, NY 14624 in GB District.

David Cox, Chris Fish and Peter Wehner were present to represent the application.

MICHAEL NYHAN: I just wanted to disclose I'm an exempt member of the Fire Department. I'm not an active member. I do not have any financial or real interest in this project, so I will not recuse myself. I will maintain on the Board. But I just wanted to disclose I'm an exempt member.

MR. COX: I'm back. Wearing a different hat. I'm Dave Cox with Passero Associates, the civil engineer for the project.

I will start with having someone from the Fire Department come up to just kind of briefly describe what the need is and what they want to do here.

MR. FISH: I'm, for the record, Chris Fish, 10 Sunset Hill, member of the department for 32 years, past Chief and currently serving as President.

I have with me, sir, all of the members of the Committee, the Building Committee with me, as well. Thanks for consideration on our project.

It's been a long time coming on this. We have -- Chili Fire Department has four stations, as you all know where they're at. Our main is here in Chili Center. We're an all-volunteer organization and we run about 1,000 calls a year with predominant runs coming out of the Chili Center on that end.

This building originally -- we started back in the 1960s and had add-ons that ran up through -- the mid-'80s was last major addition. We have done interior work and things like that. We have been over the last few years getting to a point of need for infrastructure improvements. Roofing, HVAC, and things like that. Modernization to deal with the current code compliance and things like that.

As well, the size of our apparatus -- our most recent ladder truck has exactly 2 3/4 inch of clearance without the tires being fully inflated to get in and out of that building.

The -- the current facility also doesn't afford us the opportunity to do bunk-in crews, which our volunteers are starting to ask for more dedicated watch time rather than ad hoc.

As Mike (Nyhan) knew back in the day, the siren goes off, we all leave our jobs and come running up. People are looking for a lot more structure in our lives and that is one of our challenges out there. And that's really kind of where we have come to.

We have done a lot of looking around the community to see if there was another place. Really, this is the best place for us, central to the Town. It gets our volunteers there to the firehouse quickly and gets us out quickly in a safe manner as opposed to putting us outside Chili Center complex area.

And so that's where we look back on our own complex and we have looked at numerous --

I'm sure -- people nod -- numerous options that we considered before the plan to be presented here before you. So happy to take questions.

MR. COX: All right. So I can talk to some of the engineering and site plan stuff. As Chris (Fish) mentioned, you know, the building is 55 years old. It needs a lot of upgrades and is not really meeting the current needs of -- of the Fire Department right now.

So to kind of run through, here is the site. This is the existing building right here (indicating).

So they did analyze, you know, rehabbing that. When we started to look at it and running cost and Pete Wehner, the architect for the project, analyzed a bunch of different options and we found out there really wasn't any cost savings with utilizing the existing to -- you know, what do you do with your existing facility dispatch? You have to transport that. You have to move it someplace else. You have to do the rehab and you have to bring it back. There was a lot that -- that cost actually added up quite a bit.

With a new build, it's much cleaner. The costs are much more defined. You know exactly what you're getting. It is not like when you're rehabbing and you start taking walls down and you find stuff you didn't know about and the cost keeps adding up as you try to rehab.

Another great thing about the rebuild, they can stay put. They can completely continue operation on -- unbothered, unrestricted and then when the new building is built and ready to go, it is literally just transfer over and you're ready to go and you're operational.

So the current plan for the new build is to bring in a new dedicated entrance. This is the Maple Grove office building that will be demolished and the new entrance put in.

There is still a -- some leases on that that run out in 2022 which lines up pretty well with the -- our completion date of when we think we can get everything all constructed.

So the building might be coming down towards the -- towards construction almost finishing as opposed to up front, but that is the plan, to have a new -- new entrance coming down right there (indicating). And then traffic circulation is kind of -- going around counterclockwise.

The parking here (indicating) on the -- on the west side is for, you know, for -- for volunteers or if there is a call, you know, people can come right in here and hop right in and get quick access to that -- the trucks. The trucks that pull in, they will loop around and then there is two overhead doors, so they're drive-thru bays. Something they don't have at their current facility. They always had to back in. So it is much nicer to be able to pull right through.

And then there is some additional parking on the other side for -- for staff and for other events, firehouse meetings and things like that over here (indicating).

There is an existing 911 memorial at the existing facility. That will be relocated to the new facility. They're going to maintain that. That -- it's a very cool feature and good memorial they have there.

They're going to be a little bit closer to the existing training grounds. There is going to be a new gravel access to provide a little more parking close to the training grounds. A lot of times they want to pull some trucks down there for training, so that gives them the ability to do that. And they are proposing a -- just a gravel connection to Memorial Park Drive. That would really just be for emergency access for some reason, but not -- but not a major access at all.

As far as utilities, the sanitary sewer, they're actually tying into a manhole that is just south of the existing building. And there is going to be a new lateral, gravity lateral that is going to come over and feed the new building.

Water, gas, electric, um, is all along Chili Ave. That will be brought in to service the building.

Storm water is tucked into this back corner (indicating). Here we're going to carve out this back corner (indicating). Still retaining some nice open space grass space. There is an existing ditch that runs through here (indicating) and then runs towards Target. We're going to relocate that slightly just to open this area up (indicating) and provide a little more green space.

We are providing a -- keeping a 75 foot buffer of trees along that property here (indicating). So we want to maintain that nice treed buffer to Target over here (indicating). So that will be really nice.

Um, property has a little bit over a 50 percent green space, so lots of green space for this property.

All -- all HVAC and equipment is either located behind the building or any roof -- roof-mounted units are going to be below the parapet, so you're not going to see any mechanical equipment from the road.

And then at this time, I can have Pete Wehner come up and just talk a little bit about the building.

MR. WEHNER: Sure. Good evening, my name is Pete Wehner, with Passero Associates, 161 Nob Hill, Rochester, New York.

Like they have all said, we have been working with the Fire Department for about the last ten years and that is not an exaggeration. We looked at multiple opportunities on that site and how to redevelop this building, but not to be too reiterative, but we did settle on the new building solution is the best solution for a number of reasons I can get into more detail than even Dave (Cox) gave you, if you'd like, but he summed it up really well.

We are looking a building that is for the Fire Department's use. It does modernize building. It does accommodate their current needs and some expansion needs, which the current facility completely does not.

I don't want to minimize the fact we're tying into the sewer, but the sewer goes through the middle of their building. That was a detriment to how we utilize that existing building and that is

an easement, so this gets us away from that and allows us to create a new building on a new site.

The new building we are planning is a four-sided building. There is multiple purposes.

There is both purposes for the Fire Department, the Fire Department responding like Dave (Cox) said, the parking is on the west. We have all of the turn-out gear and such located in the garage bay.

We're are very concerned about firefighter safety so we're doing more with the building design for hot zones, warm zones and cool zones. So that there's -- so we can control the flow of air throughout the building and the separation of all of the hazardous things that fire -- firemen and fire trucks bring into a building.

We do have the -- the facility for the front of the building kind of has their office space access. The side of the building has a -- access to their meeting rooms which are primarily used for training. It's not really for outside purposes, for the Fire Department, their meetings and their training programs and everything that is necessary to maintain a modern Fire Department.

In the rear of the building is access for Company 1, officers and staff in the back. The building is designed to be be four-sided. Four-sided masonry building. We're proposing it would be all masonry. We have -- the lower built portion of the building is concrete block with a brown face concrete block, very durable material. The upper part of the building is actually a concrete brick, but for all intents and purposes, it is brick. You will not know it is anything different than brick. We have -- a lot of daylight impermeates through the building with glass. We're looking at glass overhead doors.

The building is pretty much setback separately to where the existing building is. The grade that we can accomplish by taking down the Maple Grove building is actually better than the grade that currently exists on-site.

One of the problems that we have with the current access way is that the -- the curb cut there is slightly canted and causes undue wear on the wheels as you leave the building. But what it does is allows us to separate --the new building versus old building allows us to construct this building in a much more timely and appropriate fashion. We can access the building through the existing curb cut throughout construction creating -- I think we have -- Christa Construction is the Construction Manager. We have already talked about how we can accomplish that through perhaps the use of Jersey barriers and things to operate the traffic through between the construction traffic, which is primarily during the day. And obviously the Fire Departments you never now -- one we feel we can control that very easily and stage this project in an appropriate way.

Like Dave (Cox) says, the Maple Grove building does have some encumbrances on it, but those -- the tenants are very amenable to this. But we're -- we're able to work with that and that transition by taking down the Maple Grove building and putting the access way for the fire station and then disconnecting this property through the other through -- what we have right now is a perceived improper line between the two which, I think, is not fully vetted, but -- but as you may or may not be aware, we're the architects for the Town for the Community Center and we're well aware of the courts building and things that are going on there. Obviously this is two separate entries, but having the ability once they're done to remove that -- the fire station and perhaps working this conjunction with the Town -- which that the Town has been really great to work with all along -- it creates a better mass of land that is available for any future development. Also helps us with some of the costs rather than, you know, if we did look at how we're going to renovate that building, you know, it didn't work well for the future.

So I think the plan we come up with makes a lot of sense from phasing, constructability, a cost standpoint. David (Cox) mentioned the cost -- the costs are really difficult to ascertain to create all the temporary facilities. You can't renovate the building and house fire trucks in it. What are we going to do rent a building for a year, 18 months? How are we going to relocate? Basically moving dispatch twice. Moving vehicles twice. Moving offices twice. The Maple Grove building also has corporate offices in it. We're able to consolidate that all down to one use and think it is one of the better scenarios for redevelopment of the property.

MR. COX: And then one other thing I forgot to bring up, there will be a new monument sign for the property. And we are proposing an LED sign with a brick matching the -- the brick for the building. It's colored a little dark on the printer.

MICHAEL NYHAN: What is other -- on the other elevations? Two elevations are very different.

MR. WEHNER: We're proposing a metal roof. I apologize. There is a difference between screen views and printers and each printer prints a little different. We're proposing a copper metal roof, very classic. Dark mullions. Red brick, which the red brown -- I think we brought samples that we can show you. So it would also be a very classic look, very durable. Something that would have a long life cycle for it and very little maintenance.

MICHAEL NYHAN: On the other side it showed that dark brown brick. Is that what would match the monuments?

MR. WEHNER: Here is a better -- what the actual brick color looks like for the building. So you can see it's a very classic red brick color. We're proposing this color for the metal roof (indicating) and this is for the windows and mullions (indicating).

Base course -- I should do it a little more organized. It is this material here (indicating).

MICHAEL NYHAN: This hasn't gone to the AAC?

MATT EMENS: It has. I missed it.

MICHAEL NYHAN: Okay. It was tonight?

MATT EMENS: Yes.

MICHAEL NYHAN: All right. Anything else.

MR. WEHNER: Any [questions? I don't know if you're done with your presentation.

MR. COX: We can give you a little bit of run down from the AAC.

MICHAEL NYHAN: What was their -- any request for any changes?

MR. GEIER: Then had a few comments ---

MICHAEL NYHAN: Excuse me. Your name and --

MR. GEIER: Yep. Tim Geier, Passero Associates, 131 Sanford Street, Rochester, New York.

They had a few comments about the different facades of the building. I think their biggest comment was about the north facade tower, that it seemed a little small on the side. So they wanted us to look at making it a little wider and a little taller and maybe making the roof a little steeper and adding a little more detailing to that tower element.

But they liked the -- the signage. The rendering on the bottom a little more than what we proposed on our initial submission with the decal, the insignia of the Fire Department on the building.

MICHAEL NYHAN: They mentioned that the fascia of some of our sloped roofs was a little thick, so we're going to look at that. It might change depending on what the structure does.

Are you coming back to them with the changes, the proposed changes? How did you leave the meetings?

MR. COX: We were going to submit.

MICHAEL NYHAN: Submit to the AAC?

MR. WEHNER: The tower element has a practical purpose. We are going to house the siren in there so it will maintain some of the traditional assets of a fire station. It's simple to make those minor modifications. One thing structural engineers always get annoyed at us is when we draw things too thin. Those are cantilevered roof sections. We have to allow for structure so we may or may not be able to accomplish. But we try to leave a reasonable depth for those roof overhangs, but we can work to that end.

MICHAEL NYHAN: Any questions on the elevations?

JOSEPH DEFENDIS: Will you subdivide the property right up?

MR. COX: No. We're not going to subdivide the property. We just wanted to show that that is a possibility for the future, but we are not proposing to subdivide it at this time.

JOSEPH DEFENDIS: So when you move out, what happens to the other building?

MR. WEHNER: Well, think -- the Fire Department may be better to address it. We're probably going to subdivide it off. We don't know the exact extent of the line. Some depends on the market, who wants how much. All this phasing, we're still looking at occupancy 2022. We're at the end of 2020 and, you know, if they can retain the property, that is possible. If they want to subdivide, it's possible. How much land would the potential suitor want? All those things come into play, but it would be a simple subdivision line in the future.

JOSEPH DEFENDIS: All set.

MATT EMENS: One thing to go back, it's a copper-colored roof, metal roof? It's an anodized roof?

MR. WEHNER: It's an anodized roof. It will be permanently the color --

MATT EMENS: Okay. So a couple things. Sorry I missed the AAC, guys. But it looks great. I definitely like that one better than that one (indicating).

So one of the things that was talked -- you talked about all of the different iterations and I respect that. I don't want to go down a -- down a rabbit hole, but I guess I want to ask one quick question. When you did look at some of the options, did you ever look at the possibility or approach that the one-story building over here -- in your guys' conversations -- because I know a few years ago we talked in the master planning of this corridor of Chili Ave. how would it be nice if the firehouse fronted, you know, a little more traditional, got that street presence and, you know, really came up as close as it could to Chili. I just wondered if that was ever talked about.

MR. WEHNER: Frontage was a concern for us also, but one thing, like they were talking about before, the height of the existing building is completely different than what we're doing now. It is much lower. And the building that -- to accommodate their proposed needs will be much more significantly taller than what it was before. And yes, there is a small one-story building out front. I don't want to say this building will tower or loom over or all those the negative connotations, but it it going to have a significant presence off the street.

That distance from the street also benefits us to have trucks not be like right on the street, trying to exit right away. We have the ability to progress out, get the line of sight out of there.

And, you know, and buying more land was not really something -- you know, one of the things if we can keep this project -- because we looked at multiple sites and acquiring other lands. When you start to buy commercial land, everyone has this perception, especially, with developing the drugstores and everyone comes in and they are buying lands for a millions of dollars an acre. When the Fire Department goes to look, the value of that land is astronomical. It just doesn't work out. They had plenty of land. Land was not a concern for then. So we just ran scenarios that kept it on their own property.

MATT EMENS: Appreciate the distance off the road. I guess my -- I -- I'm excited and happy for them. And I -- and for Chili, because it's a really nice looking building and I guess my point is now I'm closing my eyes picturing the little, squatty, old building in front of it and their old facility and this beautiful facility back there. Now siting is everything, and I -- I know a little bit about fire trucks, too, so I get it. Right? But I'm just saying, I just wanted to ask a general question if it was looked at, because you will know there is a project across the road there that

we pushed really hard on to take a look at what they can do. I know you don't own the property. Just kind of asking the question.

MR. WEHNER: This building will have a significant presence on the street. You know, it is not on the street, but from the street. And just for instance, I mean the doors -- the existing overhead doors at the building are 12 feet tall. And -- or did you go to 14s? I should know. But that building is only slightly taller than 14 feet. We have 8, 10 feet over the top of that with the apparatus bays. Our office building, we have a 42-inch parapet wall to screen mechanical equipment plus all the height the regular buildings are. All of the things you're looking for to create that presence we're trying to accommodate and really are necessary in order to have that modern fire station. We wanted to be able to do inside the building, be able to tip the cab up and we can do that under the structure. So that creates a significant amount of space, which is very different than what it is currently. It is a very diminutive little, squatty building.

MATT EMENS: You talked a little bit about leaving the existing two-story building in place until the end. It looks like all your utilities are there. So I'm thinking there is going to be connections out?

MR. WEHNER: So there is a couple of things. I know Dave (Cox), you know, the utilities kind of dictate where the connections are coming in for the -- right now there is power running down between the two properties. There is also power along the rear. You know for the Community Center there is a lot of things that were done -- RG&E may be coming in an alternate direction, but we absolutely have enough distance between the Maple Grove building, the property line, the water line as well as the gas line that, I think, are the two coming from the road. Power may be coming from another direction which (indiscernible).

We're still in the process of going through that with RG&E, but there is multiple ways of getting power into that building.

MATT EMENS: And then I guess, once again, I know you still don't know what you're doing with the existing building, but if was to get closed off, the way you have it shown connected now with pavement, you guys are -- there would be some kind of a fence off or a gate, I'm guessing?

MR. WEHNER: Well, I think again -- I know the Planning Board likes cross-access easements. Whether that is the greatest thing to have with a fire station -- whether there is a user that can come along and buy that building, or whether the building will be torn down and that is a green field or if the building has to be x amount of acres -- it is kind of influx. But I mean ideally there will be marketable property that needs to have a site plan developed. But our intention is not really to have permanent cross access unless it is really required in the future. We would really like our property to be separate from the adjoining property, but right now it is serviceable for us to construct the building and for the temporary purposes of all that operation.

MATT EMENS: That's all I have right now.

JOHN HELLABY: First of all, I would like to personally say thank you for the outstanding service you and all your members do for this community. Sometimes it's overlooked.

The new building, does it have facilities or outside-type training, or other uses type thing? Chris Fish.

MR. FISH: Yes. If you look down here (indicating), our existing training facility, we have a tower. We have a place we're doing our roof work for truck company operations and then we also have a search and rescue place in here. So this complex exists today. We are talking about possibly -- you will see on here it says "future pavilion." That would provide us another area for doing some of our large scale type training activities, which currently we conduct over here (indicating) on this old pavilion that used to be part of the carnival grounds.

JOHN HELLABY: I guess what I'm more interested in is this outside community type situation where say Girl Scouts, Boy Scouts -- the only reason I ask that, I know such as Scottsville, they have a separate building that they -- that they rent out for that type of thing. I didn't know if that is something you guys do or not.

MR. FISH: Typically we do not. Scottsville being more of a Fire District kind of scenario. We do support things like Red Cross blood drives out of our facility. A lot of other community events. The elections, assuming they're still happening at this point, are in our facility. Things like that. So we do quite a bit of community outreach work.

MR. WEHNER: This is primarily for emergency responders, facility for the Fire District. This is not for weddings, bar mitzvahs, birthdays and such like that. There is a large meeting room mainly for training for folks of the Fire Department. There is a commercial kitchen for the purposes of the Fire Department, the operations of the Fire Department and their ancillary programs.

JOHN HELLABY: Construction schedule, I heard it mentioned completion was what, late 2022?

MR. WEHNER: We're looking at really -- looking to go try -- right now there is a really aggressive bidding market out there. And there is very good -- contractors are looking for work. And assuming that everything goes forward, you know, in a time -- for -- for our local approvals, we think we could be ready to bid starting October 31st. A lot of that would have to do with site work, site utilities, foundations and steel we have had great success building buildings. I don't want to say through the winter, but -- where we stage a building, where we get foundations in before the hard cold and erect steel, very much like when -- what we did with the Chili Community Center. Working with a Construction Manager, we have a lot more ability to build a building in a coordinated and more dissected way.

So we feel like getting into the ground this year creates some excitement and interest with contractors looking for the future bid which would be the main trades for the building shell, interior, mechanical, electrical and plumbing in the spring. But more or less we have done this many times before, poured foundations and steel throughout the course of the winter. Building trades in the spring.

JOHN HELLABY: I have been it in my entire life. I know.

So you're looking for substantial completion of when, you think? Roughly?

MR. WEHNER: I think --

MR. FISH: Think we were looking at --

MR. WEHNER: -- January, February, 2022.

MR. FISH: '22. We're -- only because of -- as David (Cox) mentioned, the -- the Maple Grove building had some leases. Rather than forcing people into -- into -- we'll let those naturally expire in the April time frame.

MR. WEHNER: The way we have designed it is really fortuitous. Dave (Cox) and the civil engineers did a great job. We can use the temporary access through the existing facility for as long as we need to. So even once the new fire station is ready -- let's say we finish early. There is still the ability to use the existing facility for access to this building without great detriment.

JOHN HELLABY: Is that going to be your actual construction --

MR. WEHNER: I think so at this point.

JOHN HELLABY: That is all I have for right now.

MICHAEL NYHAN: I didn't follow that. The actual construction, you will be tearing down the two-story Maplewood building as an entrance and exit; correct?

MR. WEHNER: Correct.

JOHN HELLABY: But the construction portion.

MR. WEHNER: Whereas, you think that might be the first we'll do. That will probably be the last thing we do.

MICHAEL NYHAN: The same entrance/exit will be for equipment and firefighters coming and leaving?

MR. WEHNER: Right. There is a large curb cut there now.

MR. COX: It is.

MICHAEL NYHAN: Looks like 32, I think. All right. All right.

And then the -- I think you said the line you drew for possible subdivision is rather arbitrary at this point.

MR. WEHNER: I don't want to say it is completely arbitrary. It's a property line that works. We want to try to plan to a limit that we understand that works.

MICHAEL NYHAN: I just want to make sure your proposed -- the landscape berm isn't over that property line, if that is where it ends up being. It was part of that letter --

MR. WEHNER: We can adjust that. We understand that engineering comment.

MICHAEL NYHAN: All right. You show fuel tanks on the new building, but you don't show fuel storage that I saw. What is your fuel storage?

MR. WEHNER: This is a self-contained unit where you have it all within one -- you know, the tank and -- the pump all in one unit, with the ---

MICHAEL NYHAN: How large would that be?

MR. FISH: We have an above-ground -- I think it is a 500 gallon tank right now. Diesel. We have actually just started using the regular gas here from the Town and we're actually in -- kind of influx about maybe not even incorporating that into the program and maybe working with the Town and getting diesel there. Just with all of the regulations on ---

MICHAEL NYHAN: That is why I brought it up.

MR. FISH: Yep.

MICHAEL NYHAN: It's a great way to go so you don't have to worry about all of the environmental regulations.

What about the old fire hall -- no underground tanks at the old fire hall?

MR. FISH: No. Above-ground only.

Just north of the old Parks and Recreation pole barn is where that is located.

MICHAEL NYHAN: And I don't know if this is possible at all, but right where your property line is is the Target water management area retention pond. Have you considered enlarging that and sharing that with them so that you don't have to put in your own and use up that all area? Is that even feasible?

MR. COX: Um, it's not very feasible. Dealing with Target and large entities like that, they're just not interested in dealing with other properties. They just want to -- they want a clean slate and don't want to deal with other properties.

MICHAEL NYHAN: I think Wegmans might own the whole property, but it is behind Target.

MR. WEHNER: We looked at that a little bit with the Community Center. In fact, that had been tampered with at some point where there was a hole in the side of it allowing water to be leaked onto the Chili Town property that caused some issues. I think in general, if we can maintain our own infrastructure, it is better for everyone involved and I think Target, no one has any idea how a hole -- somebody went and dug a hole -- dug a ditch out of the side of it to allow water out. I think if we can control our own destiny, we're much better off.

MICHAEL NYHAN: Okay. I just thought I would bring it up. That is all I have for now. Oh. Generator fuel. What type of fuel, diesel?

MR. WEHNER: Natural gas.

MICHAEL NYHAN: Natural gas.

MR. WEHNER: This is designed to be an essential facility. This is one thing the other building is not. You know, we're taking the design criteria, we're doing a full building back-up. All those things that are necessary for any type of local emergency, a warming station or things like that for the community when, God forbid we have any other natural disasters that we sometimes have around here, seemingly more often than not.

GLENN HYDE: What is the post construction plan for the existing building?

MR. WEHNER: Well, I think -- so there is a couple things. Ideally, like we said, we'll subdivide off a piece of land and make that marketable property. Now, whether that is something that we demo and make it green field or it is something we make available for rent as it is, you know for future renovation or whether that is, um, some sort of hybrid. That is two scenarios. Tear it down or rent it out to somebody.

I don't think that that building is super serviceable. You know, could a Firestone or something come along like a service maybe make it, or auto repair? Maybe some -- divide off some of it, but there is a lot of things that are in that building that made it overwhelming why we're moving out of there. But -- there is a budget to tear it down, but ideally if we could sell it as is, that would be best for the Fire Department. Not to use other resources to tear it down.

But it is kind of -- of the tip -- I have encountered this with a few other projects. We did a library project and consolidated the library and you have to let the market dictate with the ones you're abandoning once it happens and that is kind of what dictates what moves forward. It is kind of difficult to project what the commercial real estate needs are in the future and how this might come about. And honestly, the Town and Fire Department could all come together when the courts move out, into the -- you know, the Town Hall, if that is possible, if everyone put their -- their collective good together and make it a larger piece of property is probably better for everyone involved.

But again, it is too different pseudo governmental entities trying to work together. It is something everyone has talked about with the Supervisor, the Town. (Indiscernible) the Fire Department together, that would be great. If you can't, it still works each one on its own.

MICHAEL NYHAN: One clarification. You mentioned it earlier. You show a parapet walls will cover any or hide any units?

MR. WEHNER: That's our intention. The building is going to be serviced by a number of small -- it's not like we have a giant cooling tower or any of those. The building is set up for a lot of smaller units. We are looking at some with geo thermal and solar, but all of it will be hidden if we do any of that on the roof. We are doing a large flat roof, conventional steel building, not a pre-engineered metal building where any of that would be -- conceivably be exposed. So we think everything will be hidden from view.

DAVID CROSS: So just a couple comments.

Chris (Fish), number 1, congratulations getting to this plan. I know it's a lot of hours and your committee, it's a lot of volunteer hours while you're still trying to get to 1,000 calls a year.

Just a couple. I agree with Matt (Emens) and the Chili Center Master Plan. We put a lot of effort into that. I also see the constraints with the building up front. I -- I think you're doing what you can do.

The electronic reader boards, big no. This Board has been adamant about that. We have one in Town that got through somehow, but -- but I will just make that comment real quick.

The only other comment is, beautiful building. Beautiful stuff going on with the -- with the new Community Center. Memorial Park garage, brand new beautiful road and then we have the training facility right there.

Has there been talk about maybe doing your training at the County Public Safety Building and maybe kind of phasing this out here? Again, the core of the community, there is General Business. There -- you know, it just -- it doesn't seem to work at this point. But just wanted to see what you thought, Chris (Fish).

MR. FISH: Great question, Dave (Cross). So -- so we complement -- we do use the PSTF, the training facility on Scottsville Road. We also utilize Henrietta's Fire Department training ground and Greece and conversely.

And the reason that those complement each other is that they -- at the academy, theirs is a strictly natural-gas-fed facility and has some difficulty with the way some of the training is conducted in there. Just limitations with that kind of infrastructure in there. So having our -- our building gives our folks, we feel, that flexibility to train under several different scenarios and we do utilize all those facilities at different times. And conversely, the County sends recruit classes out to us, as well.

But as far as any consideration of abandoning, no. Not at this point. We certainly would like to continue to keep a nice buffer so that it doesn't give you that industrial look and feel.

MR. WEHNER: I get back there quite a bit. It's really difficult to see very much of their training facility. You can see a little of their tower but there is not a lot that is visible between the two areas.

DAVID CROSS: I wonder, a little landscaping on the south end. I'm looking at the aerial map. There is a little break there between -- maybe there is not. I don't know.

MR. WEHNER: It is pretty well screened. If there is screening we need to improve, we can do.

DAVID CROSS: Take a look at it.

MR. WEHNER: We are very fortunate to work with a lot of Fire Departments. It is ironic

that everyone really wants to have their own training facilities. Spencerport right now has an RFP out right now to build their own phased training facility. In Henrietta, I'm working with them on improving their training facility. Every Fire Department really has their own training facility for their own personnel. There is Explorer programs, all those things that interact, it helps feed the department by having that function with the department, in close proximity.

I cycle through the school districts. To me everyone has the giant gym, giant football stadium and things. So I'm not saying it is self-serving, but it is very deliberate to have training facility associated with the Fire Department and pretty much everyone has their own.

DAVID CROSS: I get it. Thought I would ask.

PAUL BLOSER: The only question I have is -- do you still run an Explorer post?

MR. FISH: Yes, sir we do. One of our fine graduates is right here.

PAUL BLOSER: You still have a lot interest in it with kids?

MR. FISH: Absolutely. It has been a great feeder for us, program-wise. A lot of kids from Churchville and Gates-Chili districts. And also actually doing a great relationship with RIT to get students that are on campus over there to volunteer with us while they're here.

PAUL BLOSER: Congratulations. Looks like a nice project. Nice to see.

MR. FISH: Thank you.

PAUL BLOSER: I will have to echo. Thank you for what you do.

MR. FISH: Thank you.

PAUL WANZENRIED: Did you say the 911 memorial is going to move?

MR. WEHNER: Correct.

PAUL WANZENRIED: Up in the northeast corner?

MR. WEHNER: It is the northeast corner, yes. We looked to -- we want to -- we looked at a number of locations. Well, really -- we looked at it on the northwest corner, but in reality, the place to have intraspection and a really nice garden -- it will have flag poles -- is really on the northeast corner. We carved out a significant location, landscaping, paving. We can have ceremonies out there that are fed from the -- from the interior building and we think that works pretty well in that location.

PAUL WANZENRIED: What is the elevation change between where the building is located and the road?

MR. COX: 10 feet. About 10 feet.

PAUL WANZENRIED: You mentioned moving dispatch, but I don't see a room labeled in the floor plan for dispatch?

MR. WEHNER: So that is in that front north -- dispatch is something that even in the time we have been working on it, it has been probably phased out. It is not phased out immediately, but it is being phased out. But -- but the facility in the front is still kind of that proximal area.

PAUL WANZENRIED: Administrative work area?

MR. WEHNER: Yes. But it was one of the overwhelming costs at the time to move it to a temporary location and then relocate it back. But even if we did, you know, undergo construction, we would still have to relocate that for short -- and the costs.

MICHAEL NYHAN: Will you be able to keep that?

MR. FISH: To update, a lot of things are -- moving parts and pieces for this. We have been looking at -- at the needs as we look to our future. We have a great 911 center. But as we have looked at -- at the cost, the operation needs, where we're at. We looked at more of some labor or staff. And I talk about that in the sense of maintenance around buildings and keeping four buildings up and running, getting a dozen trucks back and for -- for maintenance and things like that. So we're looking at phasing out the dispatch function as a dedicated standalone. There will still be radio infrastructure there in that administrative room, but it's going to be predominantly more like a day laborer group that can take care of facilities, maintenance and things like that.

PAUL WANZENRIED: The executive officers rooms here, are they coming from Maple Grove?

MR. FISH: Yes, they are. Well, there is two separate. There is an existing for all of our corporate staff and then we have the Company 1 officers have their space already in Company 1, but everybody is going to be in one roof.

PAUL WANZENRIED: No further questions.

MICHAEL HANSCOM: No additional comments.

COMMENTS OR QUESTIONS FROM THE AUDIENCE: None.

STEPHANIE BROWN, 139 Fenton Road

MS. BROWN: Hi. My name is Stephanie Brown. I live at 139 Fenton Road in Town here. I have never come to speak at one of these before, so I will try to not to ramble. They also answered a lot of my questions, so I will go through my notes and try to skip what has already been talked about.

I was born and raised here in Chili. I went away for eight years for school and came back. I'm currently a practicing chiropractor and I have spent my entire 12-year career at Elevate Chiropractic which is located in the Maple Grove building. Um, that is slated to be demolished with this plan.

I feel I need to correct the gentleman from the Passero that said the tenants in the building are amenable to this project. Obviously I'm only one tenant and my boss is the owner of our practice and he couldn't be here tonight. But my -- but we talk every day.

So the Fire Department or Property Manager has not reached out to us to let us know that this was at least a plan in place. The only way I found out is because the other tenants in the building have come in -- and basically said, "Hey. Did you hear the news?"

So basically it was a rumor at that point. So I took it upon myself, instead of assuming there was a rumor going around, to just go and come to the Building Office to see what the plan was so that I could be informed to even be here tonight because I did see that this was coming up on the agenda for tonight.

So no. No one has come to talk to us. I don't know if over the last few weeks they have spoke with any of the other tenants in the building, but to my knowledge, they haven't. I don't know why they would sign new leases with two new people that have come in to occupy space in less than the past year. I understand that this is a project they have been working on for a long time, but, um, you know, that doesn't have a lot to do with the planning process. But the fact of the matter is they didn't talk to us. They haven't told us anything. And I'm only here because I found out on my own by accident -- not really by accident.

I can appreciate that they didn't want to come to us without some level of approval from the Town knowing this might happen, but it does feel a little difficult that at least somebody on their side would say that we knew when we definitely didn't.

So more important to this, I -- I do -- I am aware of the fact there is a Master Plan for the Town and especially like -- as been mentioned, Taco Bell fits the profile of what it is looks like the Town is looking to do with that main corridor of the center of Town. Obviously there is constraints that the Fire Department has to try to do work within, but I don't see the Town how can approve a plan that doesn't fit with the Master Plan that people have worked on for however long. I mean you guys worked on those. So that would be one thing.

I am also -- yeah. So additionally, I mean the demolition of that building would potentially displace or, you know, shut down three small businesses that serve the residents of this Town. Like I said, I have been here for 12 years and that's been my entire career. I don't know what we would do, if we would open another location in Town. We have another location existing in -- down in the city. There is not room for me and my patients to go there. My preference would be to stay in Chili, but I just don't know where we would go.

I can't speak for the other people in the building. Of course, I'm not sure what their plans would be.

So I also am curious -- I mean, I have a long-term term perspective as a resident, serious concerns having a giant empty Fire Department in the center of Town. I understand they can't predict the future. They don't know exactly what is going to happen, but I feel like whatever plan they end up going with and I don't know if this is even allowed, it should at least require them to demolish the existing building so at least it would be more potentially attractive to somebody coming in that wants to put something on that space to be able to do so without having to worry about that existing structure there.

Um, and it would just become -- I know that they're responsible, but I feel like it would be -- potentially become an eyesore if it is not even being used, unless they come up with a different plan to utilize it, of course.

Um, the other concerns, if -- you know, taking down the Maple Grove building, I would imagine they have some level of revenue stream from us paying rent for however many years they have owned that building. And so as a resident, I'm concerned taking away that revenue stream, if it is indeed there -- they would have to confirm or deny that -- but how is that going to affect the money they need to get from the Town budget if they're taking away that revenue? It might end up being basically pocket change in terms of what their total budget is, but that's a concern I did have that I hope could be addressed.

I'm also wondering, have heard rumors over the years it has been difficult to get volunteer firefighters and they may have to shift to being a paid department at some point in the near future. I'm curious if this building would accommodate a shift like that. I don't know if that would even matter at all if it is a volunteer versus paid department, but there is no sense in making a building if it might be not be able to fit that. I would hope it does. But I think that should be addressed.

And let's see. Obviously I would prefer they put the driveway someplace else, but you know, I don't know if that is going to happen or not.

And I am curious what happens -- maybe a technicality, but what would happen with the address? I think they're 3231 right now. Our building is 3225. If they move it behind and they still call themselves 3231, but they parcel off that land, I don't know that works -- how that would work. That was a concern I just had as I was listening.

And they still have not addressed whether anyone has approached the people that own that one little one-story building that is next door to us. And if they would be amenable to working with the Fire Department or what their plans are for that building. And if that space became available, would that change what their plan would be? So yeah. I think that is it.

MICHAEL NYHAN: Okay.

MS. BROWN: Does anyone have any questions for me?

MICHAEL NYHAN: Thanks. Any other comments?

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

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

MICHAEL NYHAN: So per the discussion -- can you go over the timeline again? I mention -- you have mentioned that the leases were all up in 2022. But what can tenants expect and if you do receive approval, do you have a plan in place to communicate that to them so they have ample time to prepare to move their businesses elsewhere?

MR. FISH: Yes. A couple of things. I will try to hit all of the things. I wrote quickly so I hopefully have all of the pieces.

Right now, three of the four tenants that are paying rent, occupying space are either due to end their lease, their current plans by April 2022 or have only one year's -- we have one tenant that signed a multi-year lease that we have to talk to.

Our property management company is -- has drafted a letter and was just honestly waiting until we felt we were at a point where it was legit to move forward. So we didn't want to start stirring the pot and getting everybody all anxious if there was going to be a hold or some other curve ball that we haven't dealt with. I apologize that is coming out that way, but that was certainly not the intent on that front.

You know, relative to the revenue on there, we are barely going to break even with the age of that building and the rent that we get out of those spaces. It's not an ADA compliant building. The cost to make it ADA compliant is so exorbitant. We did look at it from a tax revenue, you know, cost benefits and just don't see the ability to really get that back out of that space. I know we just approved some new growth over here by Wegmans. Our Property Manager has offered his services -- or will be offering, sorry, their services to help with finding adequate space for those folks, certainly preferably here in the Town of Chili on that front. But it is not our intent to displace other business on that front.

Specific to the strip plaza area, we have talked with that property owner many times over the years. That's a great revenue-generating little business right there. The cost to buy out that business is -- is astronomical for us and is cost prohibitive. It would put a significant strain on our budgets all for netting a slight adjustment on where the driveway is effectively. I would love to be able to put it without having to disrupt anything. We have talked numerous times about trying to find a way to come to that balance, what you're talking about, getting a little closer to the street and, you know, in reality with the busy road that we have unfortunately grown to have, it just really -- as you look at other Fire Departments, there are very few that have a firehouse on a Main Street like that where they're anywhere close to the street like that. The -- as you look at Gates main firehouse. Even their other firehouses on Long Pond and Coldwater are back, set back two truck lengths just for that very fact. A lot of challenges for us on that front. And I personally would love to have seen us -- the little Mayberry firehouse kind of thing out there.

The question of the volunteer versus career thing. That's a challenge for every volunteer Fire Department out there. We won't kid you, that that is not a possibility out there some day. We are currently 110 members strongish. And I say that in that we're only as good as the people that are volunteering with us today. That facility is spec'd and planned out just for that potential contingency, allow for the bunk-in space to convert from volunteer to career staff.

We have administrative areas that you noted on the layout there that would allow us to switch over to a more dedicated day crew if we ultimately had to do that. That's not our plan right now. The side of our trucks say "100 percent volunteer" and that is our objective. It's a cost effective thing for the community.

If you look at your -- the various tax rolls and stuff and deal with that, clearly -- clear -- that is where ours is at. We all look -- Bill Arnold grew up in our firehouse. He gets me by one or two years on history here. You know, that -- that is certainly our intent, to stay and be a solid partner in the downtown complex here. The Chil-E Fest and things like that happen on our property every year and we continue to be a good supporter of community events like that.

MICHAEL NYHAN: The floor plans have bunk rooms I think I saw?

MR. WEHNER: The building is actually -- that is a sensitive subject, paid versus volunteer. But part of the intention of what we're trying to do is looking to the future and trying to accommodate the future. I apologize. I probably misspoke.

There are commercial leases and when those expire, that's what we're planning for, to phase them out and make them knowledgeable and aware what the plan is. Like Chris (Fish) said, you know, we do need to work that into the plan. It is absolutely that we have been targeting the schedule and all of that and how does that need to be delivered to allow them to move out in a necessary and appropriate way.

As far as leaving the existing building up right now, everyone talks about green and tearing stuff down. There is all this embodied energy into the existing building. Is there a user that wants to come along and use that building? Is that a better scenario than tearing it down? We have a scenario -- we have reserves to tear it down. We have the ability to leave it up. Put it up for rent. Or any of those scenarios.

I don't want to make out like we're going to leave an eyesore there. The primary neighbor is the Fire Department in the Town. So the Fire Department is not looking to leave something that is an eyesore on an ongoing basis.

MICHAEL NYHAN: It is part of the reason you're building a new building, is the cost to main to continue the old one, so --

MR. WEHNER: Both Maple Grove and these buildings are getting long in the tooth and need significant improvements. If the Fire Department moves out, you need an elevator, need all those things inside that building to have that building serviceable and rentable. A lot of that expense would not be offset by the rents that are available to it. So the roofing, the side, it is

just ---

MICHAEL NYHAN: Is the intention if you were to sell this parcel of land, based on the subdivision line you have, to make that a shovel-ready piece of property?

MR. WEHNER: I think ideally -- you know, there is still some sentimentality to that existing building that we're working through. That is one of original -- some of the members of the Fire Department feel a connection to it. We'll slowly working people through it. I do think that is probably the scenario, to make it a shovel-ready site.

MR. FISH: We have not actively pursued if somebody would be interested, but we have had at least two viable folks come to us looking to see if they could use some of that space. One is more of a mechanic maintenance mode operation and one is more of a retail business kind of mode. But without us advertising where we're even at at this point, word of mouth has gotten out there that there might be a space available.

MR. WEHNER: People put cars in pizza places, you know, up on racks and they will turn fire stations into restaurants. Hose 22 in Irondequoit. Commercial buildings there is a lot of -- Irondequoit's first library is looking to be potentially a brew pub and potentially a Firestone station. You can use existing buildings for a lot of different purposes without having to tear them down.

MICHAEL NYHAN: As far as the address goes, that -- I assume -- how would that work if you have two parcels of land that you own with the same address? You just eliminate the address, I assume, for Maple Grove, correct?

MR. FISH: I would assume so. I (indiscernible) my hat on for a second. The address would be -- the key to not creating a secondary address behind it or something like that. Assuming we would just acquire that after the building is taken down.

MR. WEHNER: There is a lot of scenarios you can do with an address. I don't recommend going to an A or B. But address numbers are a function of both the registered 911 and the post office. There is a lot of ways you can work that out.

MICHAEL NYHAN: Additional Board discussion?

We talked about the master plan. You have approached that plaza owner. And you had Public Hearings, as I recall?

MR. FISH: Yes.

MICHAEL NYHAN: How many did you have?

MR. FISH: We averaged two people per each of the three sessions we did and one of each of those was a Town Council or Supervisor.

MICHAEL NYHAN: So you had three Public Hearings with different proposals?

MR. FISH: Three public with the -- with all of our options at that time we had three or four. As Pete politely put it, that does say Option 5.

So we did show several options at the time and took feedback from the community on what they kind of liked and didn't like. At that time, we were still even talking about staying on our main footprint, so we took feedback on location on the property and things like that.

But again, it was a very small sample set of community feedback at that point.

MICHAEL NYHAN: Any other discussion on the Master Plan? Comments or questions? Any question on any portion of this, before we go to SEQR?

MATT EMENS: Just to go back to that, because -- across the road we had a lot more -- it was one piece of property, right? I think the challenge here, we have always talked about, the -- the Town needs to work with these other property owners as development continues if we're going to achieve any of that Master Plan. The difficulty here is is that parcel that -- the one you don't own, that creates the full frontage. So you're going to -- I think what I said before, and I will say for this one, for the record, is the Town needs to continue to work, as they develop their plan, for what their existing properties are, and they need to include the Chili Fire Department and they should push hard together to figure out what makes sense for this and try to continue to work as a team to make something here that is for the good of the whole.

MICHAEL NYHAN: So they approached the plaza owner. Did you approach the Town or discuss that? Because that piece of land that they own where the existing Senior Center and court is is being -- occupants are being moved.

MR. WEHNER: So I think the scenario we came up with, to your point, allows for the greatest ability to implement your Master Plan topics. There is not a commercial facility that is a private facility that services the community. It's a very deep parcel that has a training facility on the rear that is divorcing the fire station from that causes greater problems and creates a land mass between the two that is basically no man's land.

Bringing our property back away from the street and allowing for the subdivision of that land and perhaps the, you know, that -- that little plaza building that we're talking about, one-story building in combination, you know -- a developer wants to come in, the fire station, the Town land, the one-story allows really to get that commercial frontage up at the road with only a narrow strip that is the access to the fire station that we, you know, provide some service and benefit to the fire station, that depth and could we get a little closer, a little further back -- at this point, you know, I think that we are trying to create the best that we can out of that situation without allowing for the Master Plan to be evoked in a parcel that I think could be accumulated very easily through the developer. And giving the greatest mass available to you.

But if we went and looked at putting us there and the little sliver of land --

MATT EMENS: I'm talking about future.

MR. WEHNER: I'm talking about future, too.

MATT EMENS: I think that that -- we can't fix that tonight. That is where it needs to get

pushed. Those groups need to work together to make that happen.

MR. WEHNER: I think that that gives you the greatest ability with the design we propose now with creating that mass and the frontage with the commercial space that you want.

MATT EMENS: Agreed.

MICHAEL NYHAN: I think pulling everything together, the land owner and the land efficiency use perspective, keeping them all together, because you will not be able to move the existing training grounds.

MATT EMENS: Right.

MICHAEL NYHAN: That is my understanding.

Because it is deep. You have a very large piece of land here.

MR. WEHNER: Right.

MICHAEL NYHAN: So where the proposed firehouse is, if it were to move, however, would be a no-man's land. Baseball field now.

MR. FISH: Yes. The Town is our primary co -- cohabitant there and they have all of the fields now. So it is really fallen into -- into an unused piece of property in the middle of our complex.

MICHAEL NYHAN: Okay. You did cover all of the items that were brought up, all of the comments that were brought up. Any other discussions?

Michael Nyhan made a motion to declare the Board lead agency as far as SEQR, and based on evidence and information presented at this meeting, determined the application to be an Unlisted Action with no significant environmental impact, and John Hellaby seconded the motion. The Board all voted yes on the motion.

MICHAEL NYHAN: This is for preliminary and waiver of final. Is that what you're looking for, David (Cox)?

MR. COX: Yes.

MICHAEL NYHAN: For conditions? Any conditions -- I think I pulled a few out of Michael (Hanscom)'s letter. One is that the HVAC or any other units located on the roof shall be hidden from view using parapet walls.

Applicant to provide a written reply to each comment from the Town of Chili Engineer.

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

Property owners to enter into a Storm Water Control Facility Management Agreement with the Town of Chili and provide property access easements to the Town. The access easements and the Storm Water Control Facilities Management Agreement will need to be reviewed and approved by the Department of Public Works and the Planning Board Attorney and then filed with the Monroe County Clerk's Office prior to the signing of any mylars.

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

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

The landscape berm on the west side of the building, I guess we'll address that once we decide or if you decide to subdivide that land, that that will need to be entirely on your piece of property.

Based on what we have seen, the Planning Board affirms the recommendation of the Architectural Advisory Committee and requests the applicant comply with these recommendations.

I think you said are you coming back next month, correct, Dave (Cox) to them --

MR. COX: Yes.

MICHAEL NYHAN: -- to show that you have done those items they have requested?

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

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

Pending approval of the Zoning Board of Appeals for any required variances.

They have front parking, correct?

MR. COX: Yes.

MICHAEL NYHAN: Any other variances you need yet?

MR. COX: Internal illumination for the monument sign.

MICHAEL NYHAN: Okay. So the applicant will comply with all conditions of the Zoning Board of Appeals as applicable.

Applicant to comply with all required life safety conditions and permits from the Town Fire Marshal.

Any signage change shall comply with the Town Code including obtaining the sign permits.

Any other conditions?

DAVID CROSS: They're looking at the landscaping on the south side of the training facility there to see if they can do something more there. I don't know if you need a condition, but I am still adamant no electronic reader board on the monument sign.

MICHAEL NYHAN: So with -- with the back-lit --

MATT EMENS: Well, LED sign they would need a variance for, right? Is that what

you're talking about, internally lit?

MR. COX: Yes.

DAVID CROSS: I will leave it at that.

MICHAEL NYHAN: Leave it with the Zoning Board. They have to go in front of the Zoning Board for the sign.

DAVID CROSS: Yep. Yep.

MICHAEL NYHAN: Paul (Wanzenried), my conditions that -- are you okay for me to move forward?

PAUL WANZENRIED: Yep.

Pull a building permit. That is all I want.

MICHAEL NYHAN: Okay.

PAUL BLOSER: Fire Marshal.

MICHAEL NYHAN: We didn't get comments from the Fire Marshal, but they have to review the plan with him. You guys know him, so....

MICHAEL NYHAN: Any other conditions? All right.

With those conditions, application of Chili Fire Department, 3231 Chili Ave, Rochester, NY 14624, owner; for preliminary site plan approval to erect a 20,000 sq. ft. structure (Fire House) at property located at 3231 Chili Ave, Rochester, NY 14624 in GB District. Do I have a second?

JOHN HELLABY: Second.

DECISION: Unanimously approved by a vote of 7 yes with the following conditions:

1. HVAC and other units located on the roof shall be hidden from view utilizing parapet walls.
2. Applicant to provide written reply to each comment from the Town of Chili Engineer.
3. Upon completion to the project, the applicant shall submit a Landscape Certificate of Compliance to the Building Department from the Landscape Architect certifying that all approved plantings have been furnished and installed in substantial conformance with the approved landscape plan.
4. Property owner to enter into a Storm Water Control Facility Maintenance Agreement (SWCFMA) with the Town of Chili and provide proper access easements to the Town. The access easement(s) and the SWCFMA will need to be reviewed and approved by the Department of Public Works and the Planning Board Attorney and then filed with the Monroe County Clerk's Office prior to the signing of the mylars.
5. Approval is subject to final approval by the Town Engineer and Commissioner of Public Works.
6. The Town Engineer and Commissioner of Public Works shall be given copies of any correspondence with other approving agencies.
7. The Planning Board affirms the recommendations of the Architectural Advisory Committee and requests that the applicant comply with these recommendations.
8. Building permits shall not be issued prior to applicant complying with all conditions.
9. Application is subject to all required permits, inspections, and code compliance regulations.
10. Pending approval of the Zoning Board of Appeals of all required variances.
11. Applicant to comply with all conditions of the Zoning Board of Appeals as applicable.
12. Applicant to comply with all required life safety conditions and permits from the Town of Chili Fire Marshal.
13. Any signage change shall comply with Town Code, including obtaining sign permits.

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

4. Application of Cook Properties NY LLC, 90 Air Park Drive, Suite 400, Rochester, NY

14624, Jeffrey Cook, owner; for special use permit and site plan approval to convert an existing 3rd floor office space into residential dwelling units at property located at 90 Air Park Drive, Rochester, NY 14624 in GB District.

Raymond Raimondi and Brian Cook were present to represent the application.

MR. RAIMONDI: I'm Raymond Raimondi with Marathon Engineering, a civil engineering firm. Also joined with the owner, Brian Cook, so if you have any questions on his part, he would be happy to answer them.

We're seeking approval to convert the third floor from an office space Air Park Drive to a residential apartment with ten units.

Originally we had no major changes in the site plan, but after reviewing the engineer's request, we had -- we have determined we have plenty of parking but we -- we need storage areas. We do have room on the first floor of the building to include 15 -- I'm sorry, 10 storage units, one for each tenants. They're approximately 5 by 15. They would each have an area to store their additional items.

And the Open Space requirement, we do have -- I -- I guess we don't -- we didn't realize what is required for recreational area. We have an area in -- the back area we could put a grass area, picnic area, what -- what type constitutes a recreational area. This is mainly intended as an adult type of a unit. One-bedroom apartments. And we're not expecting any -- any child -- children facilities. So I guess the interpretation of recreation is something we need to determine what your requirements are.

In addition to that, each unit -- like I said, each unit is -- you have it there. Each unit is a one-bedroom, averaging around 1,000 -- there is some premium apartments in the front which have a -- more glass, better view, that type of thing. And a couple smaller units on the back. But our average size is 1,000 square feet. Which more than meets code requirement.

That's about it. As far as intention goes, owners basically are looking to utilize this space which has been difficult to rent with the present situation for office space. So they're trying to attract the RIT, University of Rochester graduate professional students, faculty, that type of thing.

MICHAEL NYHAN: Did you resubmit plans that show storage on the first floor?

MR. RAIMONDI: I have not done that yet. We will comply with that. We have to determine where to put it, but we have a room on the first floor. I will have to do that.

MICHAEL NYHAN: Paul (Wanzenried), a question on the storage, does it need to be in the unit itself or could it be on the first floor?

MICHAEL HANSCOM: The code requires a storage area to be separate from the apartment itself.

MICHAEL NYHAN: Okay. Separate from the apartment?

MICHAEL HANSCOM: Correct.

MICHAEL NYHAN: Thank you.

Was the parking addressed?

MR. RAIMONDI: Parking, the change of use, for the -- for the Special Use Permit actually is a lower volume parking requirement than parking exists. There is office space. So that is -- was -- decided it was not a non-issue by the Town Engineer.

MICHAEL NYHAN: So you do meet it now, Mike (Hanscom)? You do meet the parking requirements?

MICHAEL HANSCOM: Yes. This is actually a --

MATT EMENS: I don't see anywhere -- it's a four-story building. First, second and fourth floor. What are they currently?

MR. RAIMONDI: Office.

MATT EMENS: Will continue to be office space?

MR. COOK: Yes, sir.

MATT EMENS: I don't have any other questions.

JOHN HELLABY: It's an interesting concept. I assume it is all sprinklered?

MR. COOK: Yes, sir.

DAVID CROSS: Just think about the residential use in this building and the beautiful Genesee Valley -- it is the Greenway Trail right behind there. Students going to U of R. Can you get some sort of pedestrian connect to the trail?

MR. COOK: There is.

DAVID CROSS: Like a foot bridge?

MR. COOK: Not even. It's a path.

MICHAEL NYHAN: Excuse me, sir, could you state your name?

MR. COOK: Yes. Brian Cook. Owner of the building.

DAVID CROSS: There is a way to access it is what you're saying?

MR. COOK: There is.

DAVID CROSS: That's all I have.

MICHAEL NYHAN: I assume something on the exterior of the building is going to change?

MR. RAIMONDI: Except declaring the recreation area, whatever is required for that. But the site plan, there is room in the northeast corner, a back end parking lot. There is some green space there. We could clean it up a little and make it a picnic area or something like that. Really had not intended to -- didn't know that requirement until we got the report back.

MICHAEL NYHAN: Northeast corner or the back?

MR. RAIMONDI: The back corner.

MICHAEL NYHAN: Towards the river, right?

MR. RAIMONDI: Yes.

MR. COOK: This is all green space (indicating).

MICHAEL NYHAN: I will open the Public Hearing, but seeing there is no one left in the audience --

COMMENTS OR QUESTIONS FROM THE AUDIENCE: None.

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

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

MICHAEL NYHAN: Paul (Wanzenried), you would just work with him on that green space and what is required outside?

PAUL WANZENRIED: (Nodded affirmatively.)

MICHAEL NYHAN: Is there anything in the engineer's letter -- you will work with the Building Department on the green space.

Anything you will not be able to comply with?

MR. RAIMONDI: No.

MICHAEL NYHAN: Anything that will be a challenge for you?

MR. RAIMONDI: Not at all.

MICHAEL NYHAN: Is there a signal entering that property? There isn't, is there?

MR. RAIMONDI: No. There is a -- there is an access road that comes around, from the side, that goes through the back. It is not a direct.

MICHAEL NYHAN: You could get to the signal --

MR. RAIMONDI: There is an exit that goes around to the right. But it's a double -- it's a loop road, or whatever you want to call it.

Michael Nyhan made a motion to declare the Board lead agency as far as SEQR, and based on evidence and information presented at this meeting, determined the application to be an Unlisted Action with no significant environmental impact, and John Hellaby seconded the motion. The Board all voted yes on the motion.

MICHAEL NYHAN: Any additional Board discussion, comments, questions, concerns? Changes? As far as conditions go, I didn't see any landscaping on here. I believe this would -- apply the 1 percent, Paul (Wanzenried), correct? All projects do?

PAUL WANZENRIED: Yes.

MICHAEL NYHAN: For landscaping, the applicant make a donation to the Town's Tree Planting Fund in the amount of or equal to or 1 percent of the total project cost.

So either you can add landscaping around your building or donate 1 percent to the Town's Tree Planting Fund. So you would have to do either one of those.

MR. COOK: Sure.

MICHAEL NYHAN: The Town Engineer and the Commissioner of Public Works will be given copies of any correspondence with other approving agencies.

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

Applicant -- application is subject to all required permits, inspections and code compliance regulations.

Is there any variances -- I thought it was a variance -- or has that been eliminated for the Zoning Board?

PAUL WANZENRIED: For?

MICHAEL NYHAN: The parking was the only one. Is that the only one? Okay.

Applicant to comply with all required life safety conditions and permits from the Town Fire Marshal. And any signage change shall comply with the Town Code.

Any other conditions?

JOSEPH DEFENDIS: Just the 15 square --

PAUL WANZENRIED: You may do one or the other. Landscape plan or 1 percent.

MICHAEL NYHAN: Will you provide a landscape plan or 1 percent?

MR. COOK: I think we would like to go with the 1 percent instead of doing more landscaping around the building.

MICHAEL NYHAN: It sounded like both. Will you -- more landscaping around the building?

MR. COOK: 1 percent of the --

MICHAEL NYHAN: You will put that around the building?

MR. COOK: Around the building, yes.

MICHAEL NYHAN: In that case, um -- you will be resubmitting plans, correct, with the green space and what it is going to be used for that and you will show additional landscaping or at least have a landscape plan submitted, so I will put a condition on there you will conform to that plan that you submit.

MR. RAIMONDI: What kind of detail will you need for the storage area?

MICHAEL NYHAN: A floor plan, I would assume, Paul (Wanzenried)?

PAUL WANZENRIED: Walls, sizes, dimensions.

MICHAEL NYHAN: Construction?

PAUL WANZENRIED: Accessibility.

MICHAEL NYHAN: It would have to confirm, obviously, to the building code for storage space.

I will remove the condition in lieu of landscaping and I will add a condition upon completion of the project, the applicant shall submit a Landscape Certificate of Compliance to the Building Department from a landscape architect certifying all approved plantings have been furnished and installed in substantial conformance with the landscape plan.

Which you'll be submitting to the Building Department, as well.

Any other conditions?

Okay. With those conditions -- we did SEQR.

With those conditions, I make a motion for application of Cook Properties NY LLC, 90 Air Park Drive, Suite 400, Rochester, NY 14624, Jeffrey Cook, owner; for special use permit and site plan approval to convert an existing 3rd floor office space into residential dwelling units at property located at 90 Air Park Drive, Rochester, NY 14624 in GB District.

JOHN HELLABY: Second.

DECISION: Unanimously approved by a vote of 7 yes with the following conditions:

1. The Town Engineer and Commissioner of Public Works shall be given copies of any correspondence with approving agencies.
2. Building permits shall not be issued prior to applicant complying with all conditions.
3. Applicant is subject to all required permits, inspections, and code compliance regulations.
4. Applicant to comply with all required life safety conditions and permits from the Town Fire Marshal.
5. Any signage change shall comply with Town Code, including obtaining sign permits.
6. Upon completion of the project, the applicant shall submit a Landscape Certificate of Compliance to the Building Department from the Landscape Architect certifying that all approved plantings have been furnished and installed in substantial conformance with the approval landscape plan.

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

MICHAEL NYHAN: Paul (Wanzenried), they will also need to submit plans for the first floor, correct? The first floor storage?

PAUL WANZENRIED: Yes.

Didn't you just make that a condition?

MICHAEL NYHAN: No. I just said -- no, I didn't.

PAUL WANZENRIED: Missed that.

JOHN HELLABY: I thought you did.

PAUL WANZENRIED: You just -- am I hallucinating or what?

MICHAEL NYHAN: Applicant is subject to all required permits, inspections, code compliance regulations.

Applicant to comply with all required life safety conditions and permits from the Town Fire Marshal. I didn't condition it on floor plans being submitted for the first floor storage.

MR. RAIMONDI: We'll take care of it. It is not an issue on our part.

MICHAEL NYHAN: I think conforming to all required codes covers it, right?

PAUL WANZENRIED: (Gave the Board an affirmative thumbs up.)

ERIC STOWE: We'll make it work.

MICHAEL NYHAN: So the conditions as voted on and approved will stand and this has been approved. Thank you.

Michael Nyhan made a motion to approve the 7/14/2020 minutes, and John Hellaby seconded the motion. The Board was unanimously in favor of the motion.

Michael Nyhan made a motion to approve the 8/11/2020 minutes, and John Hellaby seconded the motion. The Board was unanimously in favor of the motion.

The meeting ended at 9:16 p.m.