

CHILI PLANNING BOARD
April 14, 2015

A meeting of the Chili Planning Board was held on April 14, 2015 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 Paul Wanzenried.

PRESENT: Paul Bloser, David Cross, Matt Emens, John Hellaby, John Nowicki, Michael Nyhan and Chairperson Paul Wanzenried.

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

Chairperson Paul Wanzenried 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.

INFORMAL:

1. Application of Ronald DiChario, owner; 90 Airpark Drive, Rochester, New York 14624 for final site plan approval to erect a two-story office building totalling 33,000sq.ft. at property located at 50 Airpark Drive in GB zone.

Glenn Thornton, Mark Muller and Ronald DiChario were present to represent the application.

MR. THORNTON: Thank you. I'm Glenn Thornton with Thornton Engineering. I'm representing the developer/owner of the parcel, Ronald DiChario, and as Chairman stated, we're -- we're seeking final site plan approval for the project which includes a two-story office building, associated parking, landscaping, site lighting, storm water management area and an -- a park that is to be constructed in the rear of the parcel.

Um, at the January 13th Planning Board meeting we received conditional preliminary site plan approval. On February 3rd, we resubmitted drawings and responses describing how we have addressed each of the Planning Board's conditions of approval.

Since that time, we have been in front of the Zoning Board of Appeals, and we have received a -- a variance -- two variances actually, area variances, one for front yard parking where we have four vehicles parked and the other variance, area variance for a deficient, non-code-compliant number of parking spaces. The variance was approved for us to construct 96 parking spaces for this project.

We have also been in front of the Conservation Board. I think that was last Monday. Um, I believe the meeting went reasonably well. The -- the Board had a couple comments about a couple of the -- the species of shrubs that we propose, so we need to swap them out with other -- other types of shrub materials.

Other than that, I think it -- it -- we've -- we've satisfied their concerns, but I'm sure we'll hear from the side table if there is anything else that needs to be addressed.

Um, really there -- I -- the -- the changes to the drawings, some of the conditions of approval was satisfying the Town Engineer review comments, which we did with the resubmittal of drawings.

Since that time, just recently we received additional review comments from the Town Engineer. We have not yet addressed them. Most of them pertain to the Storm Water Pollution Prevention Plan document that we produce. There will be a couple minor changes to the plans that we will need to make to address the comments, but I feel the comments are very minor and we can easily address each one and satisfy the Town Engineer.

PAUL WANZENRIED: The Board have any further comments? It's been a while.

MICHAEL NYHAN: Yes.

PAUL WANZENRIED: Yes, you do; or are you agreeing -- yes, you have a comment?

MICHAEL NYHAN: Yes. It has been a while. The comments from the Architectural Review meeting they had relative to the elevations.

PAUL WANZENRIED: The comments, the recommendations from the Architectural Review meeting will be that the Dryvit system extend to match the canopy as it extends down the west side of the elevation, as Mr. Thornton is now showing us.

MR. THORNTON: (Indicating).

PAUL WANZENRIED: And any elevation that you may have seen that was metal siding, that will be Dryvit now. And they did want that so that there is some symmetry, the two -- or the three sides that face Scottsville Road.

MR. THORNTON: That's right over here (indicating).

PAUL WANZENRIED: Um, the --

JOHN NOWICKI: Applicant have any problem with that?

PAUL WANZENRIED: No. We didn't have any problem with that, did we, Mark? Mark

said no.

That's it. Other than if you see any elevation, you will see that it looks like there is three or four colors. There is actually only three colors. That little band there that is underneath the canopy, that will be -- that is the color that the Dryvit will match underneath. Okay? So you will have one color from the sidewalk or grade to the underside of the canopy where the canopy exists and then the canopy color and then the color of the metal siding above. Okay?

JOHN NOWICKI: Thank you.

MR. EMENS: So it is CMU, stucco and vertical metal panel?

PAUL WANZENRIED: That is correct.

MR. EMENS: So one quick question in regards to this then.

PAUL WANZENRIED: Go ahead.

MR. EMENS: The -- I apologize, but what were the actual changes that have been made since the set that we saw in January, to the elevations?

MR. THORNTON: That's a good question. It's been a long time, for sure. Um, I -- I think everybody can hear me over here. I mean some of the comments were about the location --

MR. EMENS: I just meant the exterior elevations. We didn't get the elevation back.

MR. THORNTON: Okay.

MR. EMENS: I'm kind of just seeing them now for the first time.

MR. THORNTON: All right. All right.

MR. EMENS: I don't know if there is any changes.

MR. MULLER: Mark Muller, architect.

I wasn't here in January, so it has been an even longer time for me. Changes that were made, um, the -- the colors were changed slightly. They were kind of toned down a little bit.

Um, there were some corner kind of colors here and across the top that were put on a drawing that shouldn't have been in the first place. So that was changed. Because this will all be colored like that (indicating).

This turn was brought back a little further than it was originally, because it comes to a column line we need to do anyway for support and what we're talking about now is just right in here (indicating), to that same line, the Dryvit would turn the corner, so that is the change from tonight.

MR. EMENS: Then obviously the fenestration will deal with tenants as they come?

MR. MULLER: Yes. Depending how it is rented out, the same as we have done with the other buildings, depending how bays go or this lower level on the front, yeah. That could change, door locations, that kind of thing.

JOHN HELLABY: Are those two overhead doors in the back of that building, from what I see?

MR. MULLER: Yes.

JOHN HELLABY: Are they just for deliveries or do they anticipate storing vehicles in there?

MR. MULLER: This back part of the building is a flex space, similar to the 200, 300 and 400 buildings where people -- a lot of those people have an office space in the front. Then they have store rooms in the back. And so there would be -- could be access doors back here, overhead doors.

JOHN HELLABY: So mainly for deliveries.

MR. MULLER: It's just for if somebody pulls up in a van, you roll out a hand truck and take it in there and put it in the store room.

JOHN HELLABY: That segues into my next comment.

How often do you envision that back road being used? Because there is still an awful lot of concern about those doors opening up into a traffic lane. If somebody -- and again, I just -- I don't know what the plan is, if there is a sign saying these doors or what, but if somebody is coming down through there and somebody whips one of those doors open, it is going to be over in RG&E's yard before they realize what happened.

MR. THORNTON: We have added -- we have added bollards at the doors that will give anybody exiting --

JOHN HELLABY: How far out are they?

MR. THORNTON: They're not very far. It gives people the ability to open the door to see if traffic is coming without opening it up all of the way to check.

JOHN HELLABY: How many people will you get doing that?

MR. THORNTON: Well, I think the usage of that driveway will be extremely infrequent. I mean, it is for deliveries and it's not -- it's not a constant in and out. I would think each tenant might have a delivery maybe a day, maybe one a week or something like that. If you look at the other buildings, go behind with the same sort of operation, you just never see anybody using that.

JOHN HELLABY: But those are just clearly emergency exits.

MR. MULLER: The -- the pass doors would be emergency exits, yes.

JOHN HELLABY: Just -- and might be advisable to put some sort of signage inside that says they open into a traffic lane. I would hate to have somebody just step out there and next thing you know, it's whack.

The comment was made about the masonry. Um, is that painted or is that colored block you're going to use? The only reason I ask the question again is the maintenance issue. You use a colored unit, it will get you a heck of a lot longer than coat of paint on the thing every three or four years. Curiosity.

MR. MULLER: We're considering using a standard block and painting it.

JOHN HELLABY: You will paint it.

MR. MULLER: To match -- match the siding coming down.

JOHN HELLABY: So the same color as the siding?

MR. MULLER: Pretty close, yeah.

JOHN HELLABY: So the rendering you have up there is not really what we're looking at?

MR. DICHARIO: It was hard to match the --

MR. MULLER: Yeah. No.

JOHN HELLABY: It won't have that accent of color I'm seeing from here right now? I will see one big block down through there that is all kind of the same you're telling me?

MR. MULLER: Right.

JOHN HELLABY: That's all I got for right now.

JOHN NOWICKI: Basically, I think the -- the response we received from Lu Engineers looks pretty good. And the -- as far as addressing all of the questions that were dealt before. Seem to be in pretty good order. Conservation Board has addressed some issues. They were taken care of. I think the Architectural Review, I think we're up to date on that. So to me it looks pretty good. Thank you.

DAVID CROSS: I was just going to ask, because I know that Mike Hanscom, there was quite a few comments regarding storm water. I -- I think probably generally they can be resolved.

Are you comfortable with the footprint of the storm water pond? Do you think there is enough area there to make this work?

MICHAEL HANSCOM: Um, yes, I think that there is. There is -- there is a couple comments about the use of trees for reducing the -- the reduction of runoff, but I -- if they have to enlarge the pond a little bit, it shouldn't be a problem.

DICK SCHICKLER: The Conservation Board suggested that the snow storage area be moved from the northwest corner of the property to the northeast corner of the property. Couple of areas there are prevailing winds from the south -- excuse me -- from the northwest and could be some problems for the material that is there. And the biggest thing is we're concerned about the runoff of salt, damage -- that could damage a lot of those plants.

And Mr. Glenn Thornton can agree to those conditions. And other than that, the landscaping is very good -- very good variety and good sizes.

PAUL WANZENRIED: Glenn (Thornton), can you show me on the site plan where he wants to move the snow storage? Because I'm not following that.

MR. THORNTON: I believe we have a small snow storage area out here (indicating).

PAUL WANZENRIED: That is what you're showing?

MR. THORNTON: We're looking at this area over here (indicating).

PAUL WANZENRIED: Oh, over there. Okay. That makes sense then. Thank you.

So everybody has spoken. We have already done preliminary. Public Hearing has been opened and closed.

Any other further comments from the Board?

JOHN HELLABY: I have one quick one. What do you anticipate the construction schedule will be after you get all your approvals?

MR. DICHARIO: Probably July. July, August. Um, the building has to be built -- you know, has to be built and colored and all that. We still have to submit the foundation plans and the final architectural plans, so it -- you know, we would like to move along, but there is still a process.

JOHN HELLABY: What you are looking at as far as turnaround time, Ron (DiChario)? Is it a six-month deal, a year deal?

MR. DICHARIO: Yeah. I'm praying starting in November, December. If we had a winter like we had last year, it's going to hurt us. My goal is to get everything done outside so the building is completely enclosed so at least if we have a severe winter, we'll be able to work inside and finish the inside spaces. We should be okay with that. I think we'll be fine with that.

JOHN HELLABY: That's all I got.

MR. DICHARIO: Thank you.

JOHN HELLABY: Thank you.

PAUL WANZENRIED: We have already done SEQR. I guess we'll just vote on final. With regards to the application for Ron DiChario --

JOHN HELLABY: We got conditions?

PAUL WANZENRIED: You want -- forgive me. Yes. Okay. Yep. I will -- my bad.

All right. The conditions were that they will comply with the Architectural Advisory Committee recommendations.

That -- what you want, Al (Hellaby)? Some sort of signage on the doors?

JOHN HELLABY: I mean, it doesn't have to be something fancy. Just a small sign stating that they open into a traffic lane basically. "Use caution." I mean, it can be as big as an 8 by 8 thing in the center of the door.

DAVID CROSS: The doors should open up towards the -- it's one-way traffic, right in.

MR. THORNTON: Yes.

JOHN HELLABY: They have to open hinged left, I guess, because they're --

PAUL WANZENRIED: Right. Right.

Anything else? I didn't get anything else.

JOHN HELLABY: Town Engineer's.

PAUL WANZENRIED: Well, the standard issue boilerplate Planning Board conditions

which you'll get.

JOHN NOWICKI: Conservation Board.

PAUL WANZENRIED: I will read them.

That the -- upon completion applicant submit a landscape certificate to the Building Department from a landscape architect certifying that all of the plantings have been furnished and installed in substantial conformance with the approved landscape plan.

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

The Town Engineer and Commissioner of Public Works shall be given all copies of any corresponding -- correspondence with approving agencies.

Applicant shall comply with all pertinent Monroe County Development Review Committee comments. I'm not sure we had that.

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

Copies of all easements associated with this product -- project shall be provided to the Assistant Town Counsel for approval, and all information, Liber and page number, shall be noted on the mylars.

Applicant shall submit building design elevations to the advisory -- Architectural Advisory Committee. They have done that for their review and recommendation.

Um, Planning Board affirms the recommendations of the Architectural Advisory Committee and requests the applicant comply with these recommendations.

JOHN NOWICKI: Just a question in regards to that. It -- the one recommendation was just to extend the roof line down?

PAUL WANZENRIED: No. We're not extending the roof line down. The -- the Dryvit system that they have on the east elevation and the north elevation will turn and extend down the west elevation to the point of termination of the canopy.

JOHN NOWICKI: That was it?

PAUL WANZENRIED: That was it.

Building permits shall not be issued prior to applicant complying with all of the conditions. Application is subject to all required permits, inspections and code compliance regulations.

Subject to the approval of the Town Fire Marshal, which I believe he has done, and any signage change shall comply with Town Code, including obtaining sign permits.

To the vote.

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

1. Signage at west elevation exits at interior to warn of incoming/oncoming traffic.
2. Upon completion of the project, the applicant shall submit a Landscape Certificate of Compliance to the Building Department from the Landscape Architect certifying that all approved plantings have been furnished and installed in substantial conformance with the approved landscape plan.
3. Approval is subject to final approval by the Town Engineer and Commissioner of Public Works.
4. The Town Engineer and Commissioner of Public Works shall be given copies of any correspondence with other approving agencies.
5. Applicant shall comply with all pertinent Monroe County Development Review Committee comments.
6. All previous conditions imposed by this Board that are still pertinent to the application remain in effect.
7. Copies of all easements associated with this project shall be provided to the Assistant Town Counsel for approval, and all filing information (i.e. liber and page number) shall be noted on the mylars.
8. The Planning Board affirms the recommendations of the Architectural Advisory Committee and requests that the applicant comply with these recommendations.
9. Building permits shall not be issued prior to applicant complying with all conditions.
10. Application is subject to all required permits, inspections, and code compliance regulations.
11. Subject to approval by the Town Fire Marshal.

12. Any signage shall comply with Town Code, including obtaining sign permits.

FOR DISCUSSION:

1. Buckingham Properties - proposed 11 lot subdivision at property located at 1 QCI Drive (a/k/a: 100 Beaver Road) in LI zone.

Bob Bringley and Peter Buckley were present to represent the application.

MR. BRINGLEY: Good evening. My name is Bob Bringley from Marathon Engineering, 39 Cascade Drive in the City of Rochester.

With me here tonight is Peter Buckley from Buckingham Properties.

As stated, Buckingham would like to go forward with the property they have on 100 Beaver Road. So we submitted to you -- and I think everybody should have had these handouts -- an overall map which shows the 100 and plus acres, 116 acres that Buckingham currently owns. It's on the north side of Beaver Road, just east of Chili Scottsville Road. So it's sort of like kiddy corner to where we are right now, a mile away, half mile a way.

With this 116 acres -- right now is zoned Light Industrial. We -- Peter (Buckley) and myself met with Town staff roughly about a month ago and went over what we would like to do. We would like to make the project more developable.

So for instance, Buckingham gets a lot of inquiries on properties where somebody would like 10, 15 acres to develop an industrial -- Light Industrial buildings. They have had quite a few lately. We would like to cut the process down in terms of the approvals, so we would like to come in and get an overall preliminary approval for the site.

So that is the second map that I show you. It's basically a concept plan. It's to take this 100 and -- plus acres and divide it up into tentative lots, but really to put the infrastructure in and get the infrastructure approved in terms of the dedicated road.

You will see that we're proposing to have a road penetration that would connect out onto Beaver Road in two locations. It would clean up the current access for the -- I think it's the QVC building right there, so right -- currently right to the west of that entry point, there is -- there is a driveway that enters. We would cut that off. And then provide the storm water management for the entire 116 acres.

The infrastructure, sanitary sewers are located to the north along that railroad spur, so that is another thing that makes this property desirable, is it has a railroad spur. It's close to the airport. Um, it's zoned properly for the intended use -- the different uses adjacent to the airport that make it good for Light Industrial. And if we can go ahead and get this overall preliminary approval done, Buckingham would like to apply to the State to make this a shovel-ready site. And so whatever that means, I don't exactly know, but we intend to look into it.

But the object would be if we get a tenant that in a short period of time, we could come in and get final site plan approval, get the buildings designed and get in there to get construction -- get the buildings up in a reasonable amount of time, so make it, in effect, shovel-ready. So -- by the time we're -- all the Ts are being crossed and the Is are being dotted, all of the legal work is being done to get the properties and get the funding in place, we can be in here with final site plan for that specific user and, again, shorten that timeframe as much as possible.

But in terms of this parcel, it is relatively flat. It's open. There is no environmental sensitive areas that we're aware of. There is no flood plains on the site. Um, so it's very developable. There is no wetlands on this parcel. And there are sanitary sewers. Water is available. And that's County highway.

So we would intend under this application, or under subsequent applications to go ahead, do an overall preliminary traffic analysis and then a design for the storm water and the major infrastructure to come in and request preliminary approval, overall preliminary approval from the Board.

So with that, if you have any questions, I -- for Peter (Buckley) or myself, or any advice as how -- and -- how we can proceed with this application, um, we're all ears. So thank you for listening.

PAUL WANZENRIED: Your intention, then, if I understand this correctly, you're going to develop this and then sell off to individual lots, individual owners, correct?

MR. BRINGLEY: Correct.

MR. BUCKLEY: Not necessarily. We -- we -- we receive, um, RFPs from different companies that are looking to lease space and a lot of those opportunities are kind of quick turnaround kind of scenarios. So we just had one that -- which was how this got started. We had a company that was looking at the location and we didn't really have an overall plan for what we're going to do for the property. And I thought, well, you know, this situation came together rather quickly, but I thought with respect to, you know, good planning, we should have an overall idea what we want to do with the overall property. As these opportunities come at us, we'll have more of a plan for how we want to address them. But I know -- they could be sold off, but there could be a lot of lease-back type, you know, where we would continue to own the property and just build it out, build to suit for Light Industrial users and lease those properties back.

PAUL WANZENRIED: You don't have anybody in particular right now then?

MR. BUCKLEY: Not at the moment, but there has been some activity and people interested in the area. So again, I -- I thought best course of action was to at least start to think

about how we wanted to approach this property, get something in front of you with respect to our ideas and get your ideas back on what you thought was a reasonable approach to this. So I -- I think we have some time to be able to -- to develop this area in a very smart way, in something that is, you know, conscious of whatever the Town's wishes are, as well.

PAUL WANZENRIED: There is no off loading shoot off the railway, is there, into the back?

MR. BUCKLEY: There was a spur that came into the back of QCI, but it has been removed.

PAUL WANZENRIED: It has.

MR. BUCKLEY: I believe it has been removed.

MR. BRINGLEY: You can see the remnants of that on the aerial.

PAUL WANZENRIED: Yes. That's to the east of it.

MR. BRINGLEY: Right.

PAUL WANZENRIED: The back ten acres.

MR. BRINGLEY: Yep.

PAUL WANZENRIED: That's what I thought that was.

MICHAEL NYHAN: So for the dedicated infrastructure, you're putting in the dedicated road, sewers, electric also into the area?

MR. BRINGLEY: Correct.

MR. BUCKLEY: We'll probably phase it, bring it back in as the parcel is developed.

MICHAEL NYHAN: So the roadway would be built for heavy truck traffic?

MR. BRINGLEY: That's correct.

MR. BUCKLEY: Yes.

MICHAEL NYHAN: Well, I think it's a good idea. I would like to see you come in here ahead of time to have a plan in place that you can look at that in the future -- just for the building improvements. No zoning variances would be required at all for anything that you have designed to this point for -- as far as the parcels?

MR. BUCKLEY: I -- I can't think of anything that would be.

MR. EMENS: Couple of questions. The existing QCI building, is QCI the only tenant in the building?

MR. BUCKLEY: There are a couple tenants in there.

MR. EMENS: Is it 100 percent leased right now?

MR. BUCKLEY: It's not.

MR. EMENS: I'm guessing, and I know the answer to this question, but I will still ask it. So Lot 1 you're showing there with the layout, preliminary layout, is that for the RFP then?

MR. BUCKLEY: It was.

MR. EMENS: In that -- so in other words, now you're just kind of stepping back because -- and getting ready for the next time that happens?

MR. BUCKLEY: Correct.

MR. EMENS: That site layout looks pretty specific to a specific user.

MR. BUCKLEY: It was. They had a very specific use. They're -- not a lot of people there, but some truck traffic, obviously, with the turning radiuses. RFP came out probably four or five months ago. They then pulled it back and said they needed to make some changes on their end and we haven't seen it come back out yet, so. It still may be out there, but nothing pressing at this point.

MR. EMENS: Thank you.

MR. BUCKLEY: Sure.

JOHN HELLABY: I like it. I think it's an outstanding use for this property. A couple of concerns is the sight distance for your east entrance. Because I know there is quite a grade there at Beaver Road, and I would pay close attention to that to make sure you're not going to run into a problem.

MR. BUCKLEY: With the extension.

JOHN HELLABY: Yeah. Because I know you got -- there is a knoll. There is a rise there and I'm not sure you can see that intersection there.

Um, a light, you plan on having a lighting district in here, streetlights?

MR. BUCKLEY: I wouldn't think so.

JOHN HELLABY: Enough residual lights off the building maybe, you think? Just curious.

MR. BUCKLEY: Can't imagine too much. Some parking lot lighting maybe.

JOHN HELLABY: The only other question I have got is the sanitary sewer. If memory serves me right, I thought the guy that was putting the housing track on the other side of those railroad tracks had to put a forced main in there. Where is that?

MR. BUCKLEY: One on each side?

MR. BRINGLEY: There is -- there is -- yeah. We haven't looked into that in quite depth, but I remember looking at the record maps and there is a sanitary sewer, I believe, on the south side of the railroad adjacent to our north property line. Um, back -- accessible. Whether it can gravity service for the entire project is not known at that point.

JOHN HELLABY: You have a lot going there. Like I said, I know when that guy came in here several years ago, now, he had a forced main that he had to put back there.

MR. BRINGLEY: He did.

JOHN HELLABY: You will have to look at that closing.

MR. BRINGLEY: We'll have to look at the grading and everything that would come in the

overall preliminary design so we determine where the infrastructure needed to go to service all 116 acres.

JOHN HELLABY: All right. That's all I got for right now.

JOHN NOWICKI: Well, I'm going to bring up an issue. And I think it's a -- a very serious issue. There was a Ballantyne Corridor Study done back in 2005, and I think everybody on this Board and the side table should review this along with you folks, because the traffic situation through this corridor has become overbearing since 2005. And I think it's going to be a serious traffic problem, especially with the condition of the roads they're in now, and -- so this study brought a lot of things out that should have been looked at or dealt with. But unfortunately, the local County, State officials, I think, have ignored what should be done here. And we have got a -- a major problem here that has to be addressed.

So I would recommend that everybody take a look at this study, and really review it to find out what can be done to make a project like this even acceptable in this corridor, in this Ballantyne corridor area. That's all.

MR. BUCKLEY: Is the Ballantyne corridor a larger area of -- a number of streets?

JOHN NOWICKI: It goes from Union Street, Chili Avenue, Beaver Road right down Archer and Scottsville Road. It's a big study.

MR. BUCKLEY: Okay.

JOHN HELLABY: Basically, you got everybody getting off the expressway at Union Street and that's the main corridor into the Henrietta area and that's what plugs up Jefferson Road.

JOHN NOWICKI: Again, the study is done. I have a copy of it.

MR. BRINGLEY: Okay.

JOHN NOWICKI: It's available, I assume, through the Monroe County Department of Transportation. It was prepared by Erdman & Anthony.

DAVID CROSS: I would echo the same concerns about traffic. Um, concern over the -- the entrance that you're -- I guess you call it the westerly entrance, lining it directly across from a residential property. I don't know how -- how great that is. Um, and I -- I guess if it got shifted further to the -- to the east, um, there is a high point in there, just between the barn and those residential properties. Probably the best place sight distance wise.

And also, thinking ahead, and I didn't say anything, but in the future if there is any development on the south side of the road, presumably, I think that is zoned maybe residential, that those two entrances could align up and maybe -- maybe alleviate the traffic situation. So if you could consider that.

MR. BRINGLEY: Okay.

DAVID CROSS: Um, the Town is -- we had kicked off a -- a Chili Center Master Plan. I don't know if you're aware of that, Peter (Buckley) and Bob (Bringley), but that has been kicked off, and this is -- this area, it is in that geographic area of -- of what is being studied over the next maybe six to eight months. (Indiscernible) has been retained and that is ongoing. So I guess I would hope that -- that that master planning effort got a little bit further down, at least got a sense what is going on there, because I do -- I see the merits of this project, I really do, but just so you're aware of that there is an ongoing Master Plan going on.

What else do I have here? And -- and with -- with -- with a Light Industrial park of this size, 11 lots, it could be a lot of people in there some day. I was wondering if there is any thought for maybe small common area for people to have lunch, any -- any sort of pedestrian trail, some -- some amenity for the folks to use out there maybe on a break or a lunch break or something like that.

Um, waste water, there is a forced main along the railroad there, so -- I'm guessing you go gravity either east to west, but I'm sure you're going to contact Pure Waters and figure that out.

And then what -- and -- and just so that -- you know, the property to the -- to the east, I believe that that is residential there, and that you would consider appropriate buffers and landscaping and that sort of thing.

MR. BUCKLEY: Yep.

DAVID CROSS: Um, that's all I have right now.

PAUL WANZENRIED: Thank you.

PAUL BLOSER: My two comments were basically traffic concerns, again. This evening, I was westbound on -- on Beaver Road to Chili Avenue. It was shortly after 5, and when I got to that intersection of Chili, I was the 29th vehicle in queue to make a left-hand turn onto Chili. It was 10 to 15 minutes sitting and waiting before I could make my turn. It's busy there. With the -- with the approval of Vistas to the east side of you, the housing that is going in there, the number of cars that we're projecting for that, traffic is really going to be an issue. What you're showing here, I like. I like a lot. I like your idea of getting pre-approvals done to have it shovel-ready. It makes a lot of sense. But one of the things I had in my mind, too, some developments I have seen around, industrial developments, new going in, are what Dave (Cross) has mentioned. A -- some type of seasonal trail for the workers to walk on. Lunch breaks, whatever. If you had something to encompass the property, including the existing building there. Maybe it's a measured mile walk. Just something to include. As far as lighting, um, if -- if I was to say anything, I would look to see a light bend. One of my concerns is after hours, um, you have got the Cedars just to the west of you. You have Vistas to the east of you. And there is no green space in either of those places. I would hate to think that this is going to be a place for kids to congregate back there on bicycles at night or in vehicles. So just from a security standpoint, it would be nice to have a -- at least at the bends to consider that as an option.

MR. BUCKLEY: Okay.

DAVID LINDSAY: I heard most of our comments when we met with Supervisor Dunning, but just to tie in a few additional things, we'll be requiring streetlights. We typically do that on all Town roads even in an industrial park setting. The DOT can clarify -- I know you talked about your backup there at Chili Avenue and Beaver Road. The DOT is exploring the option of putting a streetlight there -- not streetlight but traffic light there. And I think, um, you mentioned that Beaver Road was a County Road. It's actually a State Road, so that is the permitting agency you will want to reach out when you are talking about preliminary design. Those are the things that I jotted down here. You mentioned that you didn't think you would need a variance, but based on the layout that you showed with just the Lot 1, you would -- might need a variance for front parking, so keep that in mind, especially with a dedicated road.

Also keep in mind what Mr. Cross mentioned about the potential development to the south. There has been preliminary discussions about a residential housing development going in there. There is a need for a pump station for that. I would say reach out to Pure Waters. They're talk -- they're having some discussion about combining a pump station for that development as well as the one for -- over the Vista Villas and how it might all play in this area. So if you have a need for gravity feed, you might want to reach out to them to coordinate that and certainly if there is a development there, lining those intersections up, those entranceways would be key and crucial. So that is all I have got.

JOHN NOWICKI: Mr. Lindsay, you mentioned something about you and Mr. Dunning discussing Chili Avenue and Beaver Road?

DAVID LINDSAY: No.

JOHN NOWICKI: At the intersection there?

DAVID LINDSAY: No, no, no. The New York State DOT mentioned to me probably about two weeks ago they're looking at the possibility of putting in a traffic light at Beaver Road and Chili, where it ties in.

JOHN NOWICKI: I suggest that you stop them immediately, because -- and read this report. Because you've got to take into consideration a roundabout. Because of the traffic backup from there in both directions are going to screw the neighbors.

DAVID LINDSAY: I will certainly point that out to them, but I don't have jurisdiction over those roadways. Neither does Supervisor Dunning.

JOHN NOWICKI: Somebody has to have some authority someplace to say, "Wait. Let's take a look at the study."

DAVID LINDSAY: I will point that out to them, but they have jurisdiction over their own roads. I can't go out there and park a truck out there and tell them to stop --

JOHN NOWICKI: Don't you care about the people of this Town?

DAVID LINDSAY: I don't disagree with you, sir. I'm just saying I can't go out there and stop them. I will point the study out to them. I will remind them --

JOHN NOWICKI: Let Mr. Dunning know, too, how I feel about it, please, because that is ridiculous. Thank you.

MICHAEL HANSCOM: When you're doing the preliminary design for this, for -- regarding storm water, will you do it as a regional storm water plan for the -- for the entire development as opposed to individual?

MR. BRINGLEY: It may be a series of different facilities, but yes, it would be for the entire project. Depending on grades or whatnot and how it works out, but the intent would be that it would be one facility to handle all -- all 116 acres.

MICHAEL HANSCOM: Okay. When you do that, then, when you go to do the Storm Water Pollution Prevention Plan as part of the preliminary approval, remember you -- since we don't know what is going in, that you need to look at the most intense use for each property.

MR. BRINGLEY: Okay.

MICHAEL HANSCOM: Also, you need to remember that when you're doing your water and sanitary also.

MR. BRINGLEY: Yep.

MICHAEL HANSCOM: Thank you.

MICHAEL NYHAN: Can I just add, along the lines with the Lot 1, Mr. Lindsay already addressed the parking, needing variances. I strongly encourage you to not look for variances but to find ways to move the parking away from the front of the buildings. Also, there are other industrial areas that have been creative with berming and landscaping so that parking and driving areas are almost invisible from the roadway when you go by them. If you could incorporate that into your initial plan to leave space for berm and landscaping, particularly along the roadway to block the -- the parking lots that may be along the sides and rear of the --

MR. BUCKLEY: Are there some in the Town that you like --

MICHAEL NYHAN: Jet View Drive has been built quite a while ago, but if you drive by that street, most of the parking except all but one building is to the side or to the rear and all of them have landscaping and berming along -- along the road. So when those trees leaf up and you drive down that road, it's almost like a park setting. Actually, for the type of use that that is. So.

MR. BUCKLEY: We'll take a look.

MICHAEL NYHAN: Look at that, so that would be much more appealing in that area.

MR. BRINGLEY: Yep.

MICHAEL NYHAN: Thank you.

PAUL WANZENRIED: Anything else? Okay. Look forward to seeing you in the future.

MR. BRINGLEY: We'll be back.

PAUL WANZENRIED: Before I conclude the meeting, we need to approve last month's minutes.

David Cross made a motion to approve the 1/13/15 minutes, and Michael Nyhan seconded the motion. The Board members were all in favor of the motion.

There were no Planning Board meetings held in February and March.

The meeting ended at 7:47 p.m.