

CHILI PLANNING BOARD  
June 13, 2023

A meeting of the Chili Planning Board was held on June 13, 2023 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, Joseph Defendis, Glenn Hyde, John Hellaby and Chairperson Michael Nyhan.

ALSO PRESENT: Michael Hanscom, Town Engineering Representative; Matthew Piston, 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 Miller Transportation Group (Mark Miller) 1824 Route 38, Lumberton, NJ 08048, Baliva Concrete Products, Inc. Po Box 24581, Rochester, New York 14624 owner; for a preliminary site plan approval of a special use permit to allow an operation of a large trucking rental/ leasing company at property located at 245 Paul Road Rochester, New York 14624 in LI District.

Austin Goodwin was present to represent the application.

MR. GOODWIN: Good evening, everybody. My name is Austin Goodwin, representative of Passero Associates, here on behalf our client, Miller Truck Leasing.

Representative for that is Mr. Mark Miller. Unfortunately, he was unable to attend tonight. So what he gave me in his stead is the PowerPoint I handed all of you a few minutes ago before the meeting just so we can go through that together so I can provide a little background on his company and their professionalism that they're trying to bring to Rochester. If you don't mind, I would like to go through that first before the comment letter that I received from -- if that is all right with you.

PAUL WANZENRIED: Do you have one for me?

MR. GOODWIN: Yes, there's one extra one, I believe, up there on the desk in case someone needs one.

So quickly going through where this project is, you already know it is 245 Paul Road, which is very close to the southwestern corner of the Monroe County International Airport.

The reason that this site is -- we're looking for -- is Baliva Concrete will be closing its doors leaving a vacant site in the Limited Industrial District that Miller Trucking wants to come in and use to provide their service to the City of Rochester.

Miller Leasing started as Miller Ford about 1912. Over 100 years ago in the New Jersey area. And in 1967, they started expanding, moved to their current location on Route 38 in Mount Holly, New Jersey. And over that 110 years, Miller has expanded from just car dealerships to the largest independent full-service truck leasing company on the east coast. They succeeded because Miller prides themselves on their distinction and their service to the customers.

Little bit about their corporate structure. They're in six branches. The one that we're talking about today is Miller Truck Leasing which does full-service commercial truck rental, lease and maintenance programs along with their dedicated shop programs.

Miller Company, as a whole, over that 100 years has expanded to grow to over 850 employees across the East Coast and over 5,700 vehicles in their fleet.

What they do at Miller Truck Leasing is they mostly compete with Ryder and Penske. Their main difference is being a private organization. They're much smaller, much more independent and they don't rent to the public. As in none of us could go to Miller Truck Leasing and go rent a 26-foot box truck for our personal use. They are commercial only. And what they do is they are a complete service fleet for any local business.

Say -- take a business. Whole Foods, any of the food rental -- or any of the food distribution teams. They provide these trucks to them so they don't have to maintain their own equipment, their own mechanics and their own Logistics Division.

So any company can come to them, lease a truck, have any size -- anything from a van to a 26-foot super hauler and they can have their company logo put on the side. They lease this truck to have it into their fleet for whatever they need it for. Any time it needs maintenance, repairs anything happens to it, it goes back to Miller Leasing to the site at 245 Paul Road for regular maintenance, oil change, tire changes, any issues, any cosmetic damage. They will maintain it on that site and then bring it back to their client.

Trucks -- the truck parks at the operator's facility only when it needs a repair or any of its maintenance done. So there will not be a massive fleet of trucks sitting by the airport. It will

only be a vehicle that needs service, brought in as soon as possible and brought back to the client as soon as possible.

The next shows a couple shop pictures of their facilities in other areas. You can see that their facilities are very clean. They pride themselves on that. They want their trucks to look clean for their clients and they want their facility to look just as clean not only for the client but for the towns they operate in.

As well as clean facilities, the average age of that fleet is three years old. You will not see old, rusted-out box trucks driving around town covered in salt damage. They take a lot of pride in maintaining that fleet and any fleet vehicle that goes over the age of six, seven years and is starting to show wear and tear that they can't reliably maintain for a customer, that vehicle is sold off.

The shop locations -- you can see a lot of dots along New Jersey, as you would expect from a New Jersey originating company, and they started to expand all over the East Coast. There's a gap in Rochester and Syracuse. The reason for that is that Decarolis is shutting down. I apologize if I did not pronounce their name properly. But they're shutting down, as well. So they did not want to compete with each other and now that there's a gap for the City of Rochester and Syracuse, they want to fill that void for all of the businesses here and prevent any logistics problems in this area.

Other than that, that is pretty much the gist of what they do and who they want to be for this Town.

The site plan that is in your application is that we are going for a Special Use Permit for this site to operate this facility. The building that's there is currently used as Baliva Concrete, which does a lot of precast infrastructure, manholes, catch basins, the works like that.

There is no plan to alter the site in any fashion for this SUP. As in the site is going to be planned as is. The building as is. The parking lot as is.

On that site plan you can see that our building is not in any flood plains. It's not going to have any issues in terms of wetlands where the building currently is. Um, and since that plan came out, we noticed that the old shed -- you will see a shed to the southwest of the main building. That shed is no longer there. It was a very old, very poorly put together sheet metal building. That building is gone. It is not going to be used for any purpose.

And the building itself is about -- 8,388 square feet is what I believe it is. Consisting of primarily a shop area internally, two garage doors. All work is done inside. A 588 square foot office area.

Since the letter from Lu, we found that the office area was about 588 square feet. We were able to receive the original plans approved by the Town that showed this and then an unfinished storage area in the building, as well. Otherwise, I have the comment letter from Lu if that is going to be in question. I can read them off and provide a response if you like. I apologize I did not get a formal letter to you. I was in receipt of this letter yesterday.

MICHAEL NYHAN: Okay.

MR. GOODWIN: So Number 1, the parking requirements. As per the submitted letter of intent, the facility is used primarily for the maintenance and repair of large tractor-trailers. Therefore, parking requirements will be based on requirements for office space and number of service bays and/or number of technicians. Being that we noted there is enough space in there for about seven service bays given the size of the trucks -- some will be small. Some will be large -- we figure you can fit about seven at a time. And the building size being 8,388 square feet, that the office space is not going to be 1,000 per the letter we found. And I have the plans here if anyone would like to see them.

Mr. Wanzenried, if you would like to see those. That is going to be about 588. So that changes these calculations by only about two spaces.

The email received from Lu was end of business Friday. We spoke with the client and got some of this information. And per the Town Code, going through all those things, I don't -- if you would like me to read it, I can. Otherwise, I can just get to the end.

The received building layout shows 528 square feet of office, 888 square feet of unfinished storage space. Therefore, we would end up having 20 total required spaces. Per the 1980 site plan done by the Town, there was 21 on-site. So we are still within the amount of spaces that are already on-site.

Second comment was to provide the following information. Is there an existing oil/water separator? To our knowledge, there is no oil/water separator on-site. The sanitary service for that building that goes to Paul Road is for domestic waste only. It's just connected to the men and women's bathrooms and floor drains in those bathrooms.

The floor shop space itself, to our knowledge, does not have shop drains. There is no floor drains in that concrete that any oily waste or anything like that can get to that sanitary service at all, as currently -- as it stands.

The client plans to return to the Board at some point for site plan application, for any changes they may need to make to the site. We don't want to pretend that is not going to happen, but for tonight, for this Special Use Permit, there is not planned changes to the site. They're just looking to see if the Town will allow them to operate this kind of facility at the site.

Is there any existing tanks on-site for the storage of petroleum-based products? There are currently no tanks on-site. However, the client does plan to place oil tanks on-site for the purpose of maintaining these vehicles, fluids for the vehicle, oil, stuff like that. And they are more than happy to comply with the Town of Chili for any paperwork or any submitted forms that we need for the Town to have on record for those tanks and then whatever you guys would

require for those.

The only other thing on here was that the future expansion may -- of -- of the existing parking area may require Planning Board approval. In addition, if it goes to one acre in size, would we need a SWPPP. Again, at this time, we don't plan to change the site in any way for the Special Use Permit. Everything would be left as is.

The amount of parking that we have on-site does fall within the 21 that are currently on-site and there is not going to be a massive fleet of vehicles left on-site for an additional amount of parking. A lot of this site is gravel, where they store all of the current infrastructure sitting out there, all the old manholes, catch basins that Baliva made and we're not planning to alter any of that in anyway. We plan to leave it as is.

Other than that, our conclusion is with Baliva shutting down, it's going to become an abandoned building unless someone comes in. With Decarolis -- again, I apologize if I pronounced that wrong -- shutting down, as well, there will be a gap in service to so many of these businesses and Miller Truck Leasing wants to come in and fill that void not only for this site to not become an abandoned site but for Rochester as a whole to have this truck leasing that most businesses rely on that don't have their ability to maintain trucks themselves.

Otherwise, their facilities and trucks are all neat and clean. Like I said, everything is three years average age and we don't propose any changes on-site at this time.

But otherwise, we're more than happy to answer any questions you have.

JOSEPH DEFENDIS: What are the hours of operation?

MR. GOODWIN: Their hours of operation are typically 9 to 5. Actually, I believe it might have been in the letter to Mr. Wanzenried. I apologize I don't have that on me. But I believe Mr. Miller may have put that in the letter to you.

PAUL WANZENRIED: 6 to 10 p.m. Monday through Friday, 7 a.m. to 3:30 p.m. on Saturday.

MR. GOODWIN: Thank you.

JOSEPH DEFENDIS: Any trucks that are serviced that are left overnight are inside?

MR. GOODWIN: Any trucks that are being serviced are going to be inside that building with that space. There may be vehicles left outside. However, there is not going to be a massive fleet of vehicles like a U-Haul or Penske facility where they're just lined up. It would only be vehicles needing service and they want to get them back to the client as soon as possible.

JOHN HELLABY: You stated that there would be no building changes right now, but I mean does this thing actually have overhead doors and whatnot --

MR. GOODWIN: It does.

JOHN HELLABY: -- that you can access through everything you need to do without physically changing anything?

MR. GOODWIN: Yes. That large shop has two large overhead doors to get in and out. There is one on the south side and one on the west side.

JOHN HELLABY: Exterior lighting. Is it your plans to put that in at any time in the near future?

MR. GOODWIN: There's exterior lighting already on the building. If they were to add any exterior lighting, it would just be a wall pack over the door for security purposes.

JOHN HELLABY: And you stated that the parking area now is gravel.

MR. GOODWIN: Parking area, a lot of that predominantly in the back is gravel and just compacted soil that has been driven on and left without any structure on it for however long Baliva has been there.

JOHN HELLABY: Do you have responsibility to clean up all of the paraphernalia that is laying around from the previous business?

MR. GOODWIN: From Baliva? I would more than imagine they would clean that up. They like to maintain a very clean facility. I do not know if Baliva is responsible to remove that as part of their agreement to buy the property. However, I promise they're not going to leave a massive storage of old manholes and catch basins sitting there rotting in the back.

JOHN HELLABY: I would like to see the gravel at least cleaned up and somehow -- not necessarily permanently striped but temporarily striped so these trucks have some semblance of order and not just stacked up all over out there. Because I don't know, you know -- one night you might have two out there. The next night you might have 15. To -- it's anybody's guess right now, I guess.

MR. GOODWIN: The nice thing about how this site is laid out is that the office space and office parking is up in the front by Paul. All of the other area in the back is very far back behind the building. So there won't be -- even if there is a couple vehicles there to be repaired, they're not lined up near Paul. They're very far back behind the building.

JOHN HELLABY: That shed that you made mention, too, was actually I think the building where they originally started their business.

MR. GOODWIN: The old building, to the southwest of the corner?

JOHN HELLABY: You said that's down now? Is that area cleaned up and parkable?

MR. GOODWIN: From what we saw, that building is gone.

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

GLENN HYDE: Nothing at this time.

PAUL BLOSER: I don't have anything.

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.

JOHN HELLABY: I got one more question.

PAUL WANZENRIED: So do I.

JOHN HELLABY: I think you got overlooked over there.

Um, do you have some sort of emergency spill plan? I mean granted you said there's no oil separator in there, but what happens when somebody has a truck in there, working on the thing and next thing you know, the guy accidentally drops a fuel tank on the floor and you have 20 gallons of diesel rolling around in there? I'm assuming you have some sort of emergency plan.

MR. GOODWIN: Yeah. A company of that size and the amount of fleets and facilities they maintain, they will have to have something just to maintain the amount of material and oils and stuff they maintain at all their facilities. I don't have it on me. However, I can have Miller Truck Leasing provide that to the Town.

JOHN HELLABY: The Fire Marshall and the Town would like to peruse --

MR. GOODWIN: Same as with the application for any tanks that will be on-site?

JOHN HELLABY: Yes.

MR. GOODWIN: Absolutely.

JOHN HELLABY: All right, Buddy.

PAUL WANZENRIED: You fencing it?

MR. GOODWIN: I do not believe there is any plan for fencing at this time. Nothing for the Special Use Permit.

PAUL WANZENRIED: Okay.

MICHAEL NYHAN: Any other discussion? Any other comments?

MICHAEL HANSCOM: I have a couple -- couple quick questions. Rochester & Southern Railroad, is that an active railroad?

MR. GOODWIN: Rochester & Southern?

PAUL WANZENRIED: Yes. Yes.

JOHN HELLABY: It is.

MICHAEL HANSCOM: Um, based on where the -- just realizing based on where the property lines are, it appears that the entrance road to the property is -- most of it is actually on the Rochester & Southern property.

Do they have an agreement with them for that?

MR. GOODWIN: For that to be on their property?

MICHAEL HANSCOM: For the access agreement.

MR. GOODWIN: I don't know if there is one. However, that access has been there for a very long time. But it could have been so long ago that someone didn't write it down or it could be lost somewhere at the County Clerk. We can definitely look for it -- happy to -- but I don't know if there is one with the Clerk.

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: As far as conditions? Conditions for the application, um, Town Engineer and the Commissioner of Public Works shall be given copies of any correspondence with other approving agencies.

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

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

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

Application -- or 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 sign permits.

Any other conditions?

JOHN HELLABY: No outside storage of parts and materials, I would think.

And I honestly believe there should be some number put on the amount of vehicles he is going to have over there. I don't want to show up one night and find 100 trucks parked over there. You may mention that to a number -- I don't recall what you did say you would have over there, a handful or so. But --

MR. GOODWIN: Say that again?

JOHN HELLABY: I'm trying to get a grasp on the number of trucks you would have over there at any one time parked outside.

MR. GOODWIN: Being -- being that it's just a maintenance facility -- when you have all of the equipment, changing the oil on one of those trucks doesn't take very long and getting back to the client is very important. Especially if they only rent one or two vehicles to get in and out.

JOHN HELLABY: How do you get these to the clientele? Do they sit on your yard and somebody can come and look at them? Or do they order them through an ordering system and then they bring them into you?

MR. GOODWIN: Just like that. There is not going to be a fleet of vehicles "Hey, they're all blank white. We'll paint it with your logo and then it's yours."

If you need a vehicle, a lot of them have agreements with companies like this. They will bring in a vehicle for you, they will paint it with your logo on it and it stays on your property. And when it needs maintenance, they come to the Lease Center, they fix it and bring it back to you.

JOHN HELLABY: At any one given time how many trucks would you have being serviced parked outside that facility?

MR. GOODWIN: That would entirely depend how many clients use Miller Truck Leasing and if any of them fall under -- or just happen to need a brake change or tire rotation or oil change at the same time. I mean it could be zero for many, many days and then five could come in one day and get them out in 24 hours.

JOHN HELLABY: So if somebody was to say that there would be allowed 15 -- I'm shooting it off the wall here -- I don't know what everybody else is thinking -- but 15 trucks parked outside at any one given point, is that --

MR. GOODWIN: I would hesitate to agree to limiting them to a number. I understand -- I understand your concern with not wanting too many there. Um, but I would hesitate to limit them to a number of vehicles to be parked at one time. Mainly because if they do need that line-up, because of the amount of indoor spaces to work on the vehicles, I would hate to force them to say, we -- we can't accommodate it.

Or like to have to say -- if a vehicle is broken down on the street and they have to bring it in because something happened to it, they're not allowed to bring it. You know what I mean? Like -- like a bad scenario, someone -- a car got in an accident or someone ran over something and three tires popped and we say, "You can't bring it in."

JOHN HELLABY: On the same token you got to understand you got broken vehicles starting to mount up and the next thing you know, you have 20 of them out there with the parts missing on them.

MR. GOODWIN: Exactly, understood. You don't want to see a sea of vehicles sitting there waiting to be repaired.

JOHN HELLABY: What does the rest of the Board think? Am I thinking into this too much?

MICHAEL NYHAN: I think the nature of the business is let's get these vehicles back as quick as we can. We don't want them sitting around. Pretty large piece of property. I wouldn't want to try to guess how many tractor-trailers, how many box trucks, how many cars based on the size of the property do we want to permit. I think it would be almost impossible for us to guess or put a reasonable number on that. You know what I mean? Just because of the nature of the business.

PAUL WANZENRIED: Well, you -- they're limited as to how far back they could go.

MICHAEL NYHAN: Right. Limited to the size of the property.

PAUL WANZENRIED: You could limit it to the graveled area. Parking trucks shall only be limited to the existing gravel area and then have the applicant submit a parking plan. Outline them -- outline them on -- on the property and this is how many spaces we have got. We run with that.

MICHAEL NYHAN: So what would you like? You would like them to submit a parking plan?

PAUL WANZENRIED: Sure.

Submit a parking plan using the existing graveled area and make that prior to the issuance of a building permit. Because they will need a building permit.

That's, of course, if the Board is amenable to that.

MICHAEL NYHAN: Okay. Anything else?

So what I have is submit a parking plan to the Chili Building Department outlining the number of vehicles that are to be parked on the existing gravel area on the property.

MR. GOODWIN: Understood and accept.

MICHAEL NYHAN: Anything else? Okay.

With those conditions -- anything else? With those conditions the application of Miller Transportation Group (Mark Miller) 1824 Route 38, Lumberton, NJ 08048, Baliva Concrete Products, Inc., PO Box 24581, Rochester, New York 14624, owner; for a preliminary site plan approval of a special use permit to allow an operation of a large trucking rental/ leasing company at property located at 245 Paul Road Rochester, New York 14624 in LI District.

JOHN HELLABY: Second.

DECISION: Unanimously approved by a vote of 5 yes with the following conditions:

1. The Town Engineer and Commissioner of Public Works shall be given copies of any correspondence with other approving agencies.
2. Applicant shall comply with all pertinent Monroe County Development Review Committee comments.
3. Building permits shall not be issued prior to the applicant complying with all conditions.

4. Application is subject to all required permits, inspections, and code compliance regulations.
  5. Applicant to comply with all required life safety conditions and permits from the Town Fire Marshal.
  6. Any signage change shall comply with Town Code, including obtaining sign permits.
  7. Submit a parking plan to the Chili Building Department outlining the number of vehicles to be parked on the existing gravel area on the property.
2. Application of Crown Castle USA Inc. (Verizon Wireless), 4 Angela's Way, Burlington, Connecticut, 06013 for approval to amend a special use permit granted in 1997, to allow a cell tower extension at property located at 25 Rock Island (cell) in FPO, FW, PRD District(s).

Jared Lusk was present to represent the application.

JOHN HELLABY: Mr. Chairman, it's my intention to recuse myself from this application as I presently am a leaseholder with Crown Castle.

MICHAEL NYHAN: Okay. Thank you.

MR. LUSK: Good evening, Members of the Board, Chair. I'm Jared Lusk with the law firm of Nixon Peabody representing Crown and Verizon Wireless on this application.

Pretty straightforward. Verizon and Crown are proposing to attach a 10-foot extension to the existing 120-foot tower plus a 5-foot lighting rod on top of the 10-foot extension and for Verizon to install a wireless telecommunications facility, antennas on the -- on the extension as well as equipment into the -- onto the ground into a 12 by 30 extension of the compound located at the base of the tower.

Again, as Chairman Nyhan described, it will require -- to amend the Special Use Permit site plan approval from the Planning Board.

Project is pretty straightforward in terms of the application. I -- I know I submitted that. I don't know that I need to go page by page. I do know that as outlined in the -- in the application, it is an eligible facilities request under federal law.

With that, I will turn it over to any questions you may have.

COMMENTS OR QUESTIONS FROM THE AUDIENCE: None.

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

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

MICHAEL NYHAN: Again, pretty straightforward. Everything is below thresholds as outlined in the packet for the extension of the antenna.

So as far as conditions go -- is there -- is there any requirement -- Paul (Wanzenried), is there any requirement for them to go in front of the Zoning Board?

PAUL WANZENRIED: They will be there in two weeks.

MICHAEL NYHAN: All right. So for the conditions I have, applicant shall comply with all pertinent Monroe County Development Review Committee Comments.

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

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

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

Pending approval of the Zoning Board of Appeals on all required variances.

Applicant to 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.

And if there is any signage change, it shall comply with Town Code, including sign permits.

Any other conditions?

As far as SEQR goes, I will make a motion.

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 Glenn Hyde seconded the motion. The Board all voted yes on the motion.

MICHAEL NYHAN: So with those conditions as read, the application of Crown Castle USA Inc. (Verizon Wireless) 4 Angela's Way, Burlington, Connecticut, 06013 for approval to amend a special use permit granted in 1997, to allow a cell tower extension at property located at 25 Rock Island (cell) in FPO, FW, PRD District(s).

DECISION: Approved by a vote of 4 yes with 1 abstention (John Hellaby) with the following conditions:

1. Applicant shall comply with all pertinent Monroe County Development Review Committee comments.
2. All previous conditions imposed by this Board that are still pertinent to the application remain in effect.
3. Building permits shall not be issued prior to applicant complying with all conditions.
4. Application is subject to all required permits, inspections, and code compliance regulations.
5. Pending approval of the Zoning Board of Appeals of all required variances.
6. Applicant to comply with all conditions of the Zoning Board of Appeals as applicable.
7. Applicant to comply with all required life safety conditions and permits from the Town Fire Marshal.
8. Any signage change shall comply with Town Code, including obtaining sign permits.

**OLD BUSINESS:**

3. Application of SMATTL Holdings, LLC, owner; 50 Stablegate Crossing, Webster, New York 14580, owner; for preliminary site plan approval of a proposed roadway and supporting infrastructure at property located at 3513 Union Street North Chili, New York 14514 in G.I. District.

Sean Condon was present to represent the application.

MR. CONDON: Morning -- or good evening, everyone. My name is Sean Condon, Senior Project Engineer, with DDS here representing SMATTL Holdings on the Black Creek Industrial Park project.

As you guys are all well aware, this project includes public roadway, water and sewer infrastructure and dedicated stormwater management facility for an eight-lot subdivision. Since its original submission, design has been improved pretty well. Since the revision to the now-approved subdivision, we have centralized the storm water management facilities to four areas between two lots and we have maximized the sizing of these facilities to handle maximum build-out per Town Code.

We have also incorporated tip-out gutters to reduce the amount of storm water infrastructure conveying to the storm water management areas.

We received comments from Lu Engineering today. We have had a chance to review said comments and found that they're mostly technical in nature. Do not present any significant Planning concerns. With that being said, we're looking to obtain approval from this Planning Board tonight.

There was one item on the comment letter that we would love your input on regarding street trees. We agreed that street trees on future lots would not be required. It would be the responsibility of the future lot developments. But between the start of New York State DOT and to the first lot, it was commented that street trees would be required on either side of the road. We can accommodate that on the north side for sure, but on the south side we have conflicts with water main and a small roadside ditch. So I would just like a comment on that just to see how we want to do it going forward.

So you would see water main connection coming along the south side, being we're going to be right outside that road so street trees would possibly cause a conflict down the road.

MICHAEL NYHAN: Doesn't that run right along the edge of the road, the water main?

MR. CONDON: It's just outside the edge of the road.

MICHAEL NYHAN: How much property do you own from the edge of the road out?

MR. CONDON: We own about probably 15 feet to the -- from -- once it gets kind of -- it's wide out here (indicating) so there is room if we wanted to do a cluster. And then it's probably 15 feet to the edge of the right-of-way.

MICHAEL NYHAN: Okay. You want to see some sort of landscaping --



MR. CONDON: Absolutely.

MICHAEL NYHAN: -- cluster at the beginning, both sides. I don't know. I'm not -- I don't know if 15 feet out would disturb the water main 8 feet down in the ground.

MR. CONDON: Depends on the size of your trees.

MICHAEL NYHAN: Street trees are generally fairly small trees, right?

MR. CONDON: We could probably accommodate it for a certain extent. Just want to avoid anything, especially with the -- the ditch there. So we're going to probably plant them closer to the property line if that is the case.

MICHAEL NYHAN: Okay. So it's the -- the ditch immediately starts at the roadway.

MR. CONDON: The ditch is in the center line -- the center line between the right-of-way and the pavement.

MICHAEL NYHAN: How deep is it?

MR. CONDON: It's probably 2 -- 2 feet. Not even. No. It's like a foot and a half.

MICHAEL NYHAN: It's still a small swale.

MR. CONDON: Yeah.

MICHAEL NYHAN: All right. Anything else to present?

MR. CONDON: No. That was really it. A lot of them, like I said, were pretty technical in nature. No serious concerns. Everything -- we feel like we can address pretty easily.

MICHAEL NYHAN: I think the last time you were here the SWPPP was the only thing outstanding. We had a Public Hearing and closed the Public Hearing then and couldn't move forward because we didn't have a SWPPP.

MR. CONDON: It was the SWPPP and EAF and we provided both of those things. We have actually got comments on the EAF and it was revised and I have copies of that.

MICHAEL NYHAN: I'll need a revised copy before the end of the night.

JOSEPH DEFENDIS: I'm set.

MR. CONDON: You can hand them out.

MICHAEL NYHAN: Yes. Thank you.

JOHN HELLABY: So you're just proposing tonight to put the roadway in down to the cul-de-sac?

MR. CONDON: Yes. The roadway and all the infrastructure. So there can be a fair bit of grading, storm water infrastructure, as well as water and sewer extensions.

MICHAEL NYHAN: So just to understand, tonight we'll be reviewing the application for that only. We'll be doing SEQR based on that only. So any future development would require a new SEQR application. You understand that?

MR. CONDON: Yes. Any future lot development will have to come in and go through the same process.

MICHAEL NYHAN: Preliminary site plan approval.

JOHN HELLABY: I would say each independent lot with --

MR. CONDON: Correct. Correct.

JOHN HELLABY: Have they got any leads on selling any of these yet or?

MR. CONDON: I can't really speak to that. I know that the -- the applicant is, you know, reaching out. It seems to be a pretty popular thing. This is actually my third industrial subdivision in like the last year and a half, so.

JOHN HELLABY: That's all I got.

GLENN HYDE: No questions.

MICHAEL NYHAN: Paul (Wanzenried), any further questions?

PAUL WANZENRIED: No. I have a couple conditions when you get to that point.

MICHAEL NYHAN: Okay. We already closed the Public Hearing, so if there isn't any other discussion, I'll go ahead with the conditions.

One of the questions -- I didn't see a landscape plan.

Mike (Hanscom), did you see a landscape plan in these set of plans? I thought you made a comment on that.

MICHAEL HANSCOM: I didn't comment on that, but no, we don't have a landscaping --

MR. CONDON: No. We -- so we didn't have street trees before this. We put it on the onus of like the future lots --

MICHAEL NYHAN: Right.

MR. CONDON: -- to be developed.

MICHAEL NYHAN: All right. So the entranceway is almost a quarter of the way -- almost a third of the way into the development so we would like to see a landscape plan for at least that first 30.

MR. CONDON: Okay.

MICHAEL NYHAN: And, you know, even in an example of what would go on those other lots -- because we don't want to see a different tree on every lot I don't think either. Or some people may decide to do landscaping and some may not. It would be good to have a plan for what the entire street would look like, even though you don't know where the curb cuts are.

MR. CONDON: The most we can do is call it out as approximate.

MICHAEL NYHAN: Or just -- an idea that there will be landscaping.

MR. CONDON: We could add a note on there saying like if -- each -- like a generic note saying each lot developer will be required to provide their own landscaping plan for their individual approvals.

MICHAEL NYHAN: Right. We just don't want it to -- and landscaping for a third of the property and then nothing done with the rest.

MR. CONDON: You don't want someone to take it over and say "Well, I don't have to do this" --

MICHAEL NYHAN: Right. Right.

On the south side of the road, we had some street trees for the north side of the road. Which would be from Station 1+00 to Station 7+50.

Is that accurate?

MR. CONDON: Yes.

MICHAEL NYHAN: Those are the trees you say --

MR. CONDON: We can definitely accommodate that.

MICHAEL NYHAN: However, on the south side, exactly in line with that large street tree wouldn't work because of the drainage.

MR. CONDON: Drainage and water main.

MICHAEL NYHAN: Not so much worried about the water main as --

MR. CONDON: Only thing I'm worried about is you're going to need -- if you ever activate around that drain, you will need probably 5-foot excavation, so if you have a 5-foot street tree next to your swale, that takes up a lot of the way. We can definitely provide something for review. I don't see an issue with that. It is just --

MICHAEL NYHAN: Definitely the entranceway, though, as well as the wide space on both sides.

MR. CONDON: Cluster them there.

MICHAEL NYHAN: Something that would not impede traffic at its full mature growth. We don't want trees right there but some kind of ground cover that designates that.

Will there be a sign out there somewhere, monument sign?

MR. CONDON: Not that -- no.

MICHAEL NYHAN: Not right now, but when you maybe come in for site plan --

MR. CONDON: Yeah.

PAUL WANZENRIED: You want my conditions?

MICHAEL NYHAN: Yes.

PAUL WANZENRIED: Roadway dedication shall occur at a time -- at a time that is acceptable to the Superintendent of Highways.

MR. CONDON: Okay.

PAUL WANZENRIED: Applicant will be responsible for all roadway maintenance and snow and ice removal prior to dedication.

MR. CONDON: Okay.

PAUL WANZENRIED: Did the State give you a build-out completion or percentage before a traffic study needed to be done for that left lane? There is a left lane going in there.

MR. CONDON: Right. The left lane will only have to be included once the first lot is developed. As part of their approval, they'll need to get a permit to do the left lane for that -- for that.

PAUL WANZENRIED: Big ticket for the first guy.

MR. CONDON: Yep. Always put it on the first guy, right?

PAUL WANZENRIED: Okay.

MICHAEL NYHAN: Anything else?

PAUL WANZENRIED: No, sir. Thank you.

MR. CONDON: Do you need anything specific like stating that the New York State DOT left lane turn is part of like a future -- I think we have it noted on the plans because it was specific, but --

MICHAEL HANSCOM: Is it noted on the plans?

MR. CONDON: I would have to double-check.

PAUL WANZENRIED: I didn't see it. That is why I was asking about it.

MR. CONDON: No. Just coordinated review. But we could, you know -- it's all dependent on what you guys feel.

MICHAEL NYHAN: Left-turn lane, original traffic report indicated that once the first lot was developed --

MR. CONDON: It would be --

MICHAEL NYHAN: -- left-hand turn lane would be required, correct?

MR. CONDON: Correct.

PAUL WANZENRIED: I think we put something like in a condition, Mike (Nyhan).

MICHAEL NYHAN: Okay.

PAUL WANZENRIED: Sorry. Mr. Chairman.

MICHAEL NYHAN: So that was a -- that wasn't a recommendation. That was a requirement right from the State.

PAUL WANZENRIED: Requirement from the State. That is why we want it as a condition. I would now because all these will carry forward.

MICHAEL NYHAN: Applicant shall comply with New York State DOT to provide left-hand turning lane into the property when -- at the time when the first lot is approved for development.

Sound good? Covers it.

Any other conditions?

So for conditions of approval I have, upon completion of the project the applicant shall submit a Landscape Certificate of Compliance to the Building Department from a landscaping architect certifying all approved plantings have been furnished and installed in substantial

conformance with the approved landscape plan.

Street trees shall be installed on the portion of the new road from Station 1+00 to Station 7+50 on the north side of the new road.

Street trees are required for the future lots once curb cuts are determined.

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.

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

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.

All necessary parties executed -- executing any and all agreements necessary to extend the Gates-Chili Ogden Chili Sewer District to cover this application or to create a new district prior to the signing of the mylars.

Town will require the applicant to enter into a Stormwater Control Facility Maintenance Agreement with the Town and to provide access to the easement to the Town.

The as -- the access easements and the Storm Water Control Facility Maintenance Agreement will need to be reviewed and approved by the Department of Public Works and Planning Board Attorney and then filed with the Monroe County Clerk's Office prior to signing of mylars.

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

Application is subject to all required permits, inspections and code compliance regulations. Zoning Board of -- of Appeals -- need to go for anything on this?

PAUL WANZENRIED: No.

MICHAEL NYHAN: Okay. Applicant shall comply with all required life safety conditions and permits from the Town Fire Marshal.

And any signage change shall comply with Town Code including obtaining sign permits.

Roadway dedication -- roadway dedication at a time that is acceptable to the Superintendent of Highways.

Is that the full condition, Paul (Wanzenried)?

PAUL WANZENRIED: Say it again?

MICHAEL NYHAN: Road -- roadway dedication at a time that is acceptable to the Superintendent of Highways?

PAUL WANZENRIED: Roadway dedication shall occur at a time that is acceptable to the Superintendent of Highways.

MICHAEL NYHAN: Okay. Roadway dedication shall occur at a time this is acceptable to the Superintendent of Highways.

Application -- applicant shall be responsible for all snow removal and roadway maintenance prior to dedication.

Applicant shall comply with the New York State DOT requirement to provide a left-hand turning lane into the property at the time when the first lot is approved for development.

With those conditions, the application of SMATTL Holdings, LLC, owner; 50 Stabgate Crossing, Webster, New York 14580, owner; for preliminary site plan approval of a proposed roadway and supporting infrastructure at property located at 3513 Union Street North Chili, New York 14514 in G.I. District.

JOHN HELLABY: Second.

DECISION: Unanimously approved by a vote of 5 yes with the following conditions:

1. 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.
2. Street trees shall be installed on a portion of the new road from station 1+00 to station 7+50 on the north side of the new road.
3. Street trees are required for future lots once curb cuts are determined.
4. Approval is subject to final approval by the Town Engineer and Commissioner of Public Works.
5. The Town Engineer and Commissioner of Public Works shall be given copies of any correspondence with other approving agencies.
6. Applicant shall comply with all pertinent Monroe County Development Review Committee comments
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. All necessary parties executing any and all agreements necessary to extend the Gates Chili Ogden Sewer District to cover this application or to create a new district prior to signing the mylars.
9. The Town will require the applicant to enter into a Storm Water Control Facility Maintenance Agreement (SWCFMA) with the Town and to provide access easement 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 mylars.
10. Building permits shall not be issued prior to the applicant complying with all conditions.
11. Application is subject to all required permits, inspections, and code compliance regulations.
12. Applicant to comply with all required life safety conditions and permits from the Town Fire Marshal.
13. Any signage change shall comply with Town Code, including obtaining sign permits.
14. Roadway dedication shall occur at a time that is acceptable to the Superintendent of Highways.
15. Applicant shall be responsible for all snow removal and roadway maintenance prior to the dedication.
16. Applicant shall comply with the NYSDOT requirement to provide a left-hand turning lane into the property at the time when the first lot is approved for development.

This approval is for roadway and infrastructure only. Future development of any lot will require new site plan approval and SEQR determination.

MR. CONDON: Quick question because I'm not as familiar with working in this municipality as others.

Now we have preliminary site plan approval. What is -- getting final site plan approval, does that come with another meeting or is that administratively?

MICHAEL NYHAN: It does. Are you comfortable providing final tonight for the roadway?

PAUL WANZENRIED: They paid for it.

MICHAEL NYHAN: They did?

PAUL WANZENRIED: They would like to. He can ask for the waiver of final.

MICHAEL NYHAN: Okay.

MR. CONDON: I would like to ask for the waiver of final.

MICHAEL NYHAN: So with those conditions stated for this application, for preliminary site plan approval with waiver of final, um, we'll have a vote on the waiver of final.

GLENN HYDE: Second.

The Board was unanimously in favor of the motion to waive final.

MICHAEL NYHAN: So preliminary and final has been approved.

MR. CONDON: All right. Thank you very much. Appreciate you guys' time. Have a good night.

#### **DISCUSSION:**

4. Royal Wash Development 2851 Monroe Ave Rochester, NY 14618, Rochester W LLC 655 Third Ave, FL 28 New York, NY 10017; owner for a special use permit to allow a car wash at property located at 3127 Chili Ave Rochester, NY 14624 in the GB (General Business) District.

Austin Goodwin and Alex Benoit were present to represent the application.

MR. GOODWIN: Hello again, everybody. Again, my name is Austin Goodwin, representative of Passero Associates. With me tonight is Alex Benoit, representative of Royal Wash Development. And Royal Wash Development has partnered with Go Car Wash. Hence, why they are the developers of the site. Go Car Wash is going to be the one who runs and

operates the site.

As the application said, this is for the abandoned -- I should say "vacant" property located at the corner of Chili and Paul Road. That site used to be a Walgreens. It has been vacant for some time, starting to see decay and -- and a site that we do -- wouldn't want to have in such a major important part of Town.

What Royal Wash Development would like to do is come into this site and breathe new life into this building.

I'm sure you have seen many other Royal Car Washes or Go Car Washes around the City of Rochester. I'm sure you know what they look like. This one is going to be different.

This one is going to take the existing facility and put everything inside of it within a major renovation of the interior. So we have a couple pictures to show you what the building looks like over on the left and the side here on the right.

What they would like to do here is -- we're going to minimize ground disturbance to this site. So the building itself will remain. The pond facility will remain. The curb cuts to Chili and Paul will remain as is. The amount of impervious overall, the fencing, existing trees, we're not cutting any of them down. The gardens will remain. They'll be cleaned up, of course, because they have been sitting for a while. But all of the gardens, all of that will remain.

The amount of work that would be done primarily to the site would be restriping the existing parking lot to our needs and the only amount of disturbance would be down here where pay booths go and adding curb and a stone garden leading people into the tunnel. The reason for that, it is much easier to guide cars into the tunnel when you have a curb there versus just a bunched of striped pavement to help people line up with the correlator pit, automated travel system for the vehicle.

In terms of signs, the existing monument sign will stay the same. The site already has a variance for how many signs can be on the building. Do not plan to add any more than what Walgreens had. In fact, the signs -- overall signage would be -- I believe would be less or it wouldn't be the massive size of all of the Walgreens signs. Typical size sign on the Go Car Washes you see around Town.

Um, the building itself, what would happen is the building facade would all remain the same, but it would get four overhead garage doors. However, that would work -- and in order to explain, may I leave the podium to go over and point or would you like me to ask Alex (Benoit) to do it?

MR. BENOIT: You can talk and I'll point.

MR. GOODWIN: Where Alex (Benoit) is standing is a view of the site from Chili Ave. You can see the old pull-up for the pharmacy is still there. You can see that the north side of the building -- what would happen is based on the site plan here next to me, is that vehicles could line up and start stacking, after they come in from Chili or from Paul, and go around the site. We're going to have our three stacking lanes. I'm sure you have seen them before at any other car wash. It allows for a lot of vehicles to stack up. The amount we have on-site here is a vast amount of area that no vehicles are going to be causing issues on Chili Ave. or Paul Road.

And vehicles will -- after they go through the pay booths -- all start alternating based on the gates allowing people in one at a time to prevent any stacking issues. Come around the corner and enter into an overhead garage door that would be put into the existing facade.

The correlator pit and the car wash tunnel would be built inside the existing building and a new garage door coming out of the car wash would come out on the Chili Ave. side. If people want to go to the garages, there will be a left turn to a second garage door. That garage door will be more or less where the pharmacy pull-up booth was.

People can enter into that and all of the vacuums, all of the vacuum stalls will be inside the building. They won't be outside with those typical boons like you've seen at other ones. All inside the existing Walgreens -- or I should say vacant building that used to be a Walgreens.

After that, there will be another overhead door for people to leave and they can turn right and they can take a right out only onto Paul. Or they can go back around the site to the long driveway that leads to Chili Ave.

There is again no proposed changes to the curb cuts. We'll not ask for a left turn onto Paul. We'll not be asking to alter any of the curb cuts in any way. We want to minimize the amount of disturbance to this site. Leave it as much as it is as possible minus, of course, cleaning it up and most of our work would be on the inside of the building.

Um, there will not be a lollipop sign probably like the one you seen farther up 33A. It will be the existing monument sign that the previous client used on-site.

Otherwise, for conceptual review we would love to get your opinions, love to know what you think and have a discussion with you on is there anything you would like to see from this project or are you happy that the amount of stuff we're trying to keep and keep existing trees, keeping mature vegetation -- to see what you think.

So I'm sure me and Alex (Benoit) can answer any questions that you guys have.

JOSEPH DEFENDIS: Do they have any other facilities where you have done this?

MR. BENOIT: No. Sorry. No facilities where we have taken an existing building and fit a car wash in it.

MR. GOODWIN: That's why I'm excited for it. I think it's pretty neat.

JOSEPH DEFENDIS: I'm just concerned about noise for the -- for the few neighbors around.

MR. GOODWIN: That was one thing I like about this. The vacuums are inside. It's going to be -- it's a fully insulated building. Then -- what we're going to do is -- the garage doors are

there. Correlator pit is inside the large building. The vacuums are inside. So unlike any of the other car washes in Rochester. Even all of the brands you've seen pop up in the last few years, it's all inside.

MR. BENOIT: On that side of the car wash where the exit is, there is this pond and all of the existing vegetation. I think it is about 250 feet from the closest house. And there's about 150 feet of veg -- like very tall, thick vegetation in between the -- the two sites.

MR. GOODWIN: Because we're not adding any impervious to the site, we don't need to modify the pond. All existing. All currently there under any agreements with the Town for stormwater. We don't need to go cutting any of that down. It can all stay there. Which is not only great for construction to keep it easier to stay quieter in construction for the neighbors, but long-term operation of the site, all that vegetation will stay.

JOHN HELLABY: Are there any structural issues inside that existing building you're going to have to compensate for?

MR. BENOIT: None that we found so far. We have been through the site in detail with our construction team and haven't found any -- any issues with the existing building.

JOHN HELLABY: I'm assuming most of the slab will have to come up for drains and all that other --

MR. BENOIT: In -- in the -- in the car wash side, we're going to remove the entire slab from here over (indicating). On the vacuum side, we're only going to remove a strip in the center just to put in a trench drain.

JOHN HELLABY: All right.

PAUL BLOSER: To put in what?

MR. GOODWIN: A trench drain. So if any vehicles are wet from the wash.

JOHN HELLABY: You said you had three stacks coming down the side of the building, right?

MR. GOODWIN: Yes. Right here (indicating) on the east side.

JOHN HELLABY: What happens? Some Saturday afternoon a guy gets in line, he is crammed in this -- the middle of this thing and realizes he doesn't have his wallet and got to go home and get some money. How does he get out of there?

MR. GOODWIN: There is always an employee -- I know that question. Um, there is always employees on-site to help people. Mainly to help them operate the booths if they're new to using these booths.

And what they can do is if you pull up and say "I'm sorry. I no longer want to go through the car wash," the employee is able to open the gate for you. You can see this striped area (indicating). These are just cones. They can move the cones and allow you to exit without going through the car wash.

JOHN HELLABY: They go around the side of the building?

MR. GOODWIN: Yes. So if you were in line and you suddenly said, "I don't want a car wash anymore," once you get to the pay booth, the employee will let you through. You don't have to pay for it. They move the cones and you can go around the building.

JOHN HELLABY: After I've gone through the car wash and I'm coming up out Chili Avenue --

MR. GOODWIN: Up here now (indicating)?

JOHN HELLABY: Yes. What happens to the crossover at the entrance road there? Because you have traffic coming back down right at you in that --

MR. GOODWIN: You mean like if there is vehicles trying to come this way, come this way and come out?

MR. BENOIT: Backed up into this exit?

JOHN HELLABY: Yes.

MR. BENOIT: They will have to allow someone to cross -- which is a dual-access road.

JOHN HELLABY: Right.

MR. BENOIT: They will have to cross there. Someone will have to let them through if they're trying to get out on Chili Ave. or they can choose to go back out Paul Road and make the right on Chili.

MR. GOODWIN: If there were that amount of traffic, which -- with three lanes moving as fast as one of these car washes can move cars through, are that -- if there was that many vehicles backed up, one of the employees would go out there and direct traffic at that intersection to prevent a stacking of people. There is more than one employee that can operate one of these and still help people at the pay booths.

MR. BENOIT: On busy days like that, we can have up to six to eight people on-site.

JOHN HELLABY: I'm sure you're aware of the fact the right-in and right-out thing down there -- I bet you seven, eight, ten times a day people will jump that and come right around it and go back down Paul Road.

MR. BENOIT: Certainly not in the last three to four years.

JOHN HELLABY: No use for it, but you could sit there and watch them do it all day long.

MR. GOODWIN: That's something we have gone with the New York State DOT for a variety of projects, well beyond just car washes. That's a very common question for most towns that -- completely justifiable questions from towns. Right-in and right-out, people will break the law. Unfortunately, there's only so much we can do. We can angle people as hard as we can. We can put bull noses in that only a truck is going to be able to hop that curb, but at the end of the day -- we can try our best to make people follow it, but I can't stop people from breaking the law. But we can try our best to leave -- we'll leave it as is, how it currently stands, and if people

do want to try to take a turn and go left, there's -- unfortunately, the only answer I have -- there is only so much we can do about that.

MR. BENOIT: At the existing Walgreens they made it pretty uncomfortable already, but you can see there is rubber on the curb.

MR. GOODWIN: It's not the easiest right-in and right-out to do. It's not a right-in and right-out. That is labeled right-in and right-out, but actually isn't. It is a right-in, right-out. Unless you have a truck, you're not hopping that curb without damage.

JOHN HELLABY: Interesting approval. If this gets approved, I would be very interested in seeing how it comes together.

MR. GOODWIN: As would I.

MICHAEL NYHAN: Do you remember if the State required that or the Planning Board required that? The reasoning I ask, sometimes when you angle that hard, people will turn left anyways. It's even more dangerous because now they really can't see very well when they pull out of the road, versus you're moving the curb, putting in striping and if it lines up properly and can turn left, they turn left.

But I'd just be curious to know if people come in on Chili Avenue, how many would want to make a left-hand turn and how bad is it really there? That road just hasn't gotten as busy as I remember in the past for some reason. I don't know why. I don't know it would be that big of a deal. I guess I would want an opinion from either --

I think that is a County Road now, Paul (Wanzenried)? Is that a County Road now? Did the County take that over?

PAUL WANZENRIED: Yes.

MICHAEL NYHAN: I would want an opinion from the County traffic engineer as to whether they would want to force only left-hand turns or T that off and let people turn left or right.

MR. GOODWIN: So you mean you would want to see if the County would like to alter --

MICHAEL NYHAN: I would like to know what their opinion is, yes.

MR. GOODWIN: Okay. Just get their opinion.

MICHAEL NYHAN: Yes. I see these all over. They do. People just drive over curbs and drive over plants and drive over everything. They want to go left. And sometimes I wonder if that creates a bigger problem, more dangerous than just letting them turn left. I would like the opinion from a traffic engineer if you could contact Monroe County DOT on this before you come back.

MR. GOODWIN: I can more than happily contact Mr. Harris over at the DOT.

MICHAEL NYHAN: And again, I -- when I saw the application, I thought who drives down the road and looks at an old Walgreens and says, "Boy, that would make a great car wash."

But I applaud you for your imagination, I guess, or your creativity on this.

So nothing on the exterior of the building with the exception of the addition of overhead doors is going to change; is that correct?

MR. GOODWIN: That is -- unless there is any like broken wall packs or missing wall packs for security lighting at doors. Otherwise the --

MICHAEL NYHAN: It will remain brick? Everything will remain? The peaks?

MR. GOODWIN: Yes.

MICHAEL NYHAN: Dormers? Everything remain there? The outside look with the columns will remain there?

The other thing that was mentioned -- I forget who mentioned it, but the noise factor. I think it's great to have the vacuums inside. It will all be self-serve, right? There is no car doll-up service inside?

MR. BENOIT: What is car doll-up?

MICHAEL NYHAN: Like if there is somebody that actually vacuums your car instead of you vacuuming it yourself?

MR. BENOIT: No. All self.

MICHAEL NYHAN: All self-vacuums, okay.

Even if it is inside, especially with the blower at the end of the car wash, they are quite noisy. That is fortunately probably the farthest part from your residents. But I would love to know if you could give us a decibel reading at the property line.

MR. BENOIT: We have sound studies.

MICHAEL NYHAN: A sound study would be great relative to what a lawn mower might sound like or just what that -- what that would be for people that would be sitting in their backyard.

MR. GOODWIN: A great thing for this site that -- Alex (Benoit), will you flip to the other one -- great thing for the site is at the end of the tunnel where the vacuums are, um, there is a retaining wall down there. So right here (indicating) is a retaining wall. It's not an extremely tall retaining wall, but even so, going up a few feet does help a lot, especially some of the mature trees on the site.

MICHAEL NYHAN: Not so much concerned with the interior vacuums but when you're exiting, the blower that blows off your car.

MR. GOODWIN: That's right here (indicating). You face north and then that's when you hit the retaining wall.

GLENN HYDE: Does your facility have a door that closes and opens when people come out?

MR. BENOIT: Not -- it doesn't do it in between every car. It will do it after, you know, a

car leaves and it's open for a minute, but not in between each car.

GLENN HYDE: And doesn't open until the car gets to the end?

MR. BENOIT: Basically halfway through the tunnel.

MICHAEL NYHAN: It doesn't close. It's always --

MR. BENOIT: Pretty much.

MICHAEL NYHAN: So that is what we're looking for, the sound, when the car exits after the car has been washed and the blower dries it off, that sound level. With a retaining wall, it will actually probably maybe be bounced off and make it sound even louder. So that is why I would like to see what that reading is going to be at the property line for all of the neighbors to the east.

MR. GOODWIN: Everyone in here (indicating)?

MICHAEL NYHAN: That's what I'm concerned about. Not Chili Avenue.

MR. BENOIT: So you're requesting an actual sound study on the property?

MICHAEL NYHAN: For that -- for the particular machinery that you use. Like --

MR. BENOIT: I'm --

MICHAEL NYHAN: I'm sure they give -- the specification you get, this is the decibel.

MR. BENOIT: I absolutely have that. So you just want to see it for the distances?

MICHAEL NYHAN: Right.

MR. BENOIT: Okay.

MICHAEL NYHAN: The machine -- this is what it is, at the other side of the driveway, the -- you know, to the property line.

MR. BENOIT: Absolutely. I have that.

MICHAEL NYHAN: So we have an idea what the neighbors are going to hear.

MR. BENOIT: I absolutely have it. I just don't have it with all of the vegetation in between.

MR. GOODWIN: All of the vegetation will, of course, take it down.

MR. BENOIT: I have one for a wide open space.

MICHAEL NYHAN: Other -- the other item is the three booths that are, you know, welcome to -- can be very loud, as well. I have been -- they can be very loud. I just want to be sure that that also doesn't bleed off into the neighbor's yard right directly --

MR. BENOIT: You mean like the welcoming voices on the booth?

MICHAEL NYHAN: "Welcome to" this, "Please insert," do this, do that. It gives you instructions when you pull up to the gate.

MR. BENOIT: Okay.

MICHAEL NYHAN: Or if you have an automatic one that just says "Thank you for using Go Car Wash" and the gate opens, right?

MR. BENOIT: Okay.

MICHAEL NYHAN: Because those are loud, as well. It may not seem like it if you're there and everybody else is working, but if you are in your backyard trying to enjoy the quiet day -- I would like to know --

MR. BENOIT: That one I don't have. That is the first request I have for that, but I can certainly come up with something.

MICHAEL NYHAN: Right. It doesn't need to go beyond 2 feet where the person's car is. It doesn't have to go 50 feet.

PAUL WANZENRIED: Was there any consideration of flipping the operations? Wash on the west side, vacs on the east? Because that would alleviate Mr. Hellaby's concern of egress and ingress and the cross-traffic on the north end.

MR. GOODWIN: It would, but you wouldn't --

PAUL WANZENRIED: You would also move those three on the other side, the three kiosks on the west side. And you still have that queuing that runs from north around to the west.

MR. BENOIT: So if someone off Paul Road would just come in, I guess we put the booths over on this side (indicating)?

PAUL WANZENRIED: It think it might even deter people from coming in off of Paul Road, which is the bonus in it all.

MR. BENOIT: Certainly something we can look at.

MR. GOODWIN: Is the issue people coming in off Paul Road or people going out to Paul Road?

PAUL WANZENRIED: If they're going out, they're going out and shifting to the west, right?

MR. GOODWIN: Or jump the curb and go left.

PAUL WANZENRIED: That also helps you when that employee has to move the cones, it's right there. Moves the cones, boom. That guy is out.

MR. BENOIT: We'll certainly -- it also gets the blowers further away from the neighbors.

PAUL WANZENRIED: You're less apt to have noise from a vac because a vac isn't used as much as the wash, right? Wash is in a constant state of run. So that noise is then separated even further, pushed further to the west. Just an idea.

MR. BENOIT: We can certainly look at that.

MICHAEL NYHAN: I mean that -- the biggest concern is going to be the noise. So based on that, you can figure out which way to configure your building, but Paul (Wanzenreid)'s point, the further away you get that noise from those neighbors, the better off the application will be. Because everything else is all pretty much commercial to the east or to the west.

MR. BENOIT: Yeah.



MICHAEL NYHAN: To the west and the south.

MR. BENOIT: I don't -- you -- off the cuff, I don't see any issue with it, but we're going to have to look at it and go from there.

PAUL WANZENRIED: Just an idea.

MR. GOODWIN: We would have to take a look at it for sure.

MICHAEL NYHAN: All the parking spaces around the outside edges, would they be designated employee area for people to come in and buy things and would the rest of the striping just be removed? Would you put in drive-lane striping?

MR. GOODWIN: There is nothing for sale. You can go into the office to purchase a membership, but there is no third-party saling. No buying of car fresheners or anything like that. There is no detailing work. There is none of that third-party stuff.

It is come in, get your car washed, go use the free vacuums if you wish. Go in the office if you have a complaint or you need to buy a membership. Otherwise, there is no third option for anything on this site.

A lot of that parking is just the existing parking lot that remains. A lot of it is striped there currently and the point was to leave that parking as is to -- leave it as is.

MR. BENOIT: Just because it's there.

MICHAEL NYHAN: People do park because they go in and buy memberships, so that is my question.

MR. GOODWIN: Probably not 66 people.

MICHAEL NYHAN: Where is your parking going to be relative to the flow of traffic with people coming in and out of the car wash, that path? Where is the office? Have you figured all that out yet?

MR. BENOIT: Office was going to be centrally located in the middle of the building.

MICHAEL NYHAN: Okay.

MR. BENOIT: You know, these parking spots would allow for that. Obviously if we flip things around --

MICHAEL NYHAN: So parking lots against the building?

MR. BENOIT: We were going to just leave them all there.

MICHAEL NYHAN: You would have designated drive lanes for when people come?

MR. BENOIT: Yes.

MICHAEL NYHAN: And the exit.

MR. BENOIT: We'll have arrows on the site.

MICHAEL NYHAN: Okay. Okay.

MR. BENOIT: This hatching here, there is actually a sidewalk there.

MICHAEL NYHAN: Yeah, it goes underneath. A covered sidewalk?

MR. BENOIT: Yes. And that's all staying.

MICHAEL NYHAN: So employees would park along the building. People would exit and go behind their vehicles basically.

MR. BENOIT: Yeah.

MICHAEL NYHAN: Okay. I forgot there was parking up against the building.

MR. BENOIT: Parking up against the building here (indicating) and over there (indicating). Plan was just to leave it as is.

MICHAEL NYHAN: Okay. I thought -- okay. Good. Good. Any other comments? Questions?

Michael (Hanscom), do you foresee any special requirements or need from a car wash perspective for drainage or --

MICHAEL HANSCOM: I -- are you recycling your water?

MR. BENOIT: There is a percentage of the water that gets recycled through the equipment itself. But the -- there is no specific reclaim system that we put in.

MICHAEL HANSCOM: Okay. Only other thing I can think of is you may install an oil/water separator for the wastewater.

MR. BENOIT: Yes. There is a plan for a 2500 gallon oil/water separator.

MR. HANSCOM: Inside or out?

MR. BENOIT: Exterior. Over in the corner where we're going to be disturbing the site.

MR. GOODWIN: Typically we use one of the traffic-graded ones and most cars don't drive over it. It's not going to be right in the middle of the drive lanes, but it's usually under pavement and it's one of the track-graded oil/water separators.

MICHAEL NYHAN: I can't think of everything else. I am very interested to see what it is going to look like. It is a creative thought.

Anything else? Any comments? Feedback?

When do you plan on coming up with a preliminary site plan coming back?

MR. BENOIT: As soon as possible.

MICHAEL NYHAN: You know all of the timelines, right, for the dates to get in things?

MR. GOODWIN: Yes. We -- we have all that at the office.

MICHAEL NYHAN: That's right. I forget you're with Passero. Okay. All right then. Look forward to seeing it.

MR. GOODWIN: All right.

MR. BENOIT: That's for your time.

MR. GOODWIN: Thank you very much for your time.

Michael Nyhan made a motion to accept and adopt the 5/9/23 Planning Board meeting minutes,

and John Hellaby seconded the motion. All Board members were in favor of the motion.

The meeting ended at 8:15 p.m.