

**Minutes of the Town of Perinton
Planning Board Meeting of July 16, 2014**

Planning Board Members Present

Mark Anderson, Chairman
T.C. Lewis
James P. Brasley
Kenneth O'Brien
Craig Antonelli
Norm Gardner
Sandra Neu

Conservation Board Members Present

Ken Rainis
Chris Fredette

Town Officials Present

Robert Place, Town Attorney
Thomas Beck, Commissioner, DPW
Robert Kozarits, Town Engineer
Michael Doser, Director Code Enforcement & Development (CED)
Lori Stid, Planning Board Clerk

Mr. Anderson called the meeting to order at 7:30 pm, introduced the Board and staff present, and explained the procedures.

Sign(s):

Lollypop Farm Campus – 99 Victor Road

Alice Calabrese, CEO Humane Society described her sign application to the Board as per sign application submitted to the Town on 5/23/14. They need this signage to give visitors better directions within the campus. Frequently visitors are wandering around the parking lot trying to determine where they need to go. They want the signs to be larger so that people can read them. They are proposing five directional signs.

Mr. Anderson asked for questions or comments from CED. Mr. Doser states that this applicant is scheduled to be heard by the ZBA on 7/28/14 for the following:

Humane Society of Greater Rochester (Lollypop Farm) owner of property located at 99 Victor Road (tax account #181.01-1-29), requesting a variance of the Town of Perinton Sign Code Section 174-5 G, to allow directional signs to be 6 sq. ft. for proposed signs # 4 and # 12, to be 12 sq. ft. for proposed sign # 5, and to be 16 sq. ft. for proposed sign # 3, all instead of 2 sq.ft.

Said property being located in a Residential Transition 2-5 District.

He states that CED issued comments as follows:

1. The applicant is proposing several internal directional signs
2. This application is scheduled for the July 28, 2014 ZBA meeting.
3. The CED Dept. supports this sign application because it will help with the internal traffic flow of the site.

This is a very large property that has a lot of people going in and out and the signage will help with the internal traffic flow.

Mr. Anderson asked for questions or comments from the audience.

Mr. Anderson supports the request. This is a large campus and has recently grown in size. Currently it is difficult to understand where to go and what entrance to go in and he feels this will help. He supports the variance request and the sign application.

Mr. Lewis agrees with Mr. Anderson.

Mr. Brasley commends the applicant on the new expansion of the site. He supports both the sign application and the variance request.

Mr. O'Brien likes the larger signage; if they met code, they would be too small to read and would be confusing.

Mr. Antonelli supports both the sign application and the variance request.

Mr. Gardner asks about oversized sign #3 at the entrance near the drive lane and he wonders if it will be a sight issue. He supports the request for the sign and the variance.

Ms. Neu supports the request for the sign and the variance. She wonders if the main entrance sign could be hung from there and not mounted (which covers the detail). She feels it would be more aesthetically pleasing.

Mr. Lewis made a motion to grant sign approval for sign application submitted to the Town on 5/23/14, subject to the following conditions:

1. Applicant to obtain necessary variance(s) from the ZBA.
2. Applicant to obtain sign permit from CED prior to signage being erected.

Mr. O'Brien seconds the motion.

Motion carries 7 – 0.

Mr. Anderson states that the Board will write a written recommendation to the ZBA recommending approval of the variances being requested.

Creekstone –entrance signage - corner of Ranney Drive & Route 31

Richard (last name unintelligible), Pride Mark Homes presented the application to the Board as per application submitted to the Town on 6/12/14. The sign will be located at the northeast corner of the intersection of Ranney Drive and Route 31. They have received a Certificate of Appropriateness from HAC on 6/10/14. The sign is constructed of high density urethane with a stone surround and stone matching the stone that will be used on the community center. The sign will be lit by two 16 watt mini led flood lights. They hope to construct this sign this year.

Mr. Anderson inquired what will go on the west side of the intersection. The applicant states it is just landscaping.

Mr. Anderson asked for questions or comments from CED. Mr. Doser states that CED issued comments as follows:

Reference Code: Section 174-7 B (3) states: Subdivision identification signs containing only the name of the subdivision and the streets located therein, provided that the bottom of such signs shall not be more than five feet above the ground, shall not be more than eight feet in length and shall have a maximum area of 32 square feet.

1. The proposed sign itself is 8 x3'4" (26.6 sq. ft.) surrounded with a brick monument. The total height of the sign itself appears to meet code.
2. The proposed sign received HAC approval on June 10, 2014.
3. The CED Dept. supports this application with the following conditions:
 - a. The total height of the sign itself shall not exceed 5 feet in height.
 - b. The lighting / landscaping and brick surroundings are to be as per the application submitted.
 - c. There is to be only one subdivision entry sign located at RT. 31 and Ranney Drive.
 - d. A sign permit is to be issued within six months.

Mr. Anderson asked for questions or comments from the audience, and there were none.

Mr. Anderson feels the sign is attractive and will provide a nice gateway into the development. He inquires if they plan to come back and ask for a 2nd sign at this intersection stating that the people coming from the east can't see the entrance. The applicant states no; not at this intersection. The subdivision, overall, yes, they plan to ask for a subdivision sign coming in from that entrance. This will be a part of Phase 2 and they will come in at that time and ask for a sign. Mr. Anderson asks if there is any plans for putting signage on the landscape buffer shown today at this intersection. The applicant states no. Mr. Anderson states that as long as the sign doesn't exceed five feet, he feels the masonry is very attractive.

Mr. Lewis feels the sign is attractive. He inquires if the sign itself is within 5'. The applicant states the sign is.

Mr. Brasley supports the sign as submitted and has no questions or comments.

Mr. O'Brien inquired of Mr. Doser if the top of the sign is at 5'; is the Town concerned about the masonry adding height. Mr. Doser states that the Town is not concerned with the masonry.

Mr. Antonelli feels the signage is attractive and supports.

Mr. Gardner supports the request.

Ms. Neu supports the request and feels the sign is attractive.

Mr. Lewis made a motion to grant sign approval for sign application submitted to the Town on 6/12/14, subject to the following conditions:

1. Applicant to obtain a sign permit from CED within 6 months and prior to sign being erected.
2. There is to be only one subdivision entry sign located at RT. 31 and Ranney Drive.
3. The total height of the sign itself shall not exceed 5 feet in height.
4. The lighting / landscaping and brick surroundings are to be as per the application submitted.
5. A sign permit is to be issued within six months.

Mr. Gardner seconds the motion.

Motion carries 7 - 0

Kumon – 6720 Pittsford-Palmyra Road (Perinton Square)

Mr. Saed Shafie, Buffalo SignMakers, presented the application to the board as per sign application to the Town on 6/12/14. The sign is comprised of LED lit channel letters. The letters will be flush mounted to the fascia of the building.

Mr. Anderson asked for questions or comments from CED. Mr. Doser states that CED issued comments as follows:

Reference Code: Section 174-9 B(2) states: Building-mounted signs shall not exceed 1 1/2 square feet of area for each linear foot of the first 100 linear feet of building frontage, plus one square foot of sign area for each linear foot over 100 linear feet of building frontage. No such sign shall exceed 200 square feet in area.

1. The proposed sign is 30 sq. ft. The CED Dept. feels the proposed location is inconsistent with the existing sign locations on the mall façade. The sign meets the dimensional requirements, but recommends the sign be relocated to the section of the mall façade that features the majority of signs.

Mr. Anderson asked for questions or comments from the audience. Judith McNulty, 647 Thayer Road inquired if there is still a sign package for the mall. Mr. Anderson states that there is. She asks if this sign matches the sign package. Mr. Anderson states it does not, which is why the applicant is before this Board tonight; if it met the sign package, it would be reviewed administratively. Ms. McNulty feels that the Planning Board should require applicants to adhere to the sign package.

Ms. Neu expressed concern about the proposed location of the sign; it is very high up on the building. She has concerns about the light blue color against a busy white background with vertical lines. She doesn't feel that the sign will be very visible even if it were to be lowered to the same level as all of the other signs in the plaza it would be hard to see due to the colors. The applicant states that the colors are the corporate colors. Ms. Neu feels that there is something different that could be done to help contrast it against the white. The applicant feels that they can install it on an aluminum panel of a different color. Ms. Neu feels that seeing it on a clear white background would help.

Mr. Gardner does not support the application as it does not meet the sign package. He feels that the applicant should go to the landlord and ask the landlord to consider a revised sign package for this site.

Mr. Antonelli asks what the reason is for not putting the sign on the lower fascia (where it says mall entrance now). The applicant states that the business is to the left when you enter the mall and there is a corridor and Kumon is down on the right side. Mr. Antonelli asks if there is another spot on the lower fascia (where all the other signs are) where they can put this sign. The applicant states no. Mr. Antonelli is ok with the sign itself. This Board has altered from the sign package on other occasions for color and logo. He does not agree with the proposed location.

Mr. O'Brien is ok with the sign itself, but does not feel that the location is appropriate. He asks the applicant if the landlord would be willing to remove the wording mall entrance and have it located there. Mr. O'Brien does not think that the sign will be very visible from up there. There is concern that if they allow a sign to be at this height, then all of the other businesses will want signs up this high also. This location is not consistent with the existing sign locations.

Mr. Brasley has no concern with the sign itself. He does not agree with the location. He thinks other mall tenants will come in an all want signage up there. He doesn't think that the signage that says mall entrance is necessary and should be removed and allow Kumon to have their sign located there.

Mr. Lewis inquired if the sign company is aware that this mall has an approved sign package. The applicant states no. Kumon is his client and this is what they said they wanted. Mr. Lewis states that he will not support this request as it does not meet the sign package.

Mr. Anderson does not support the location of this sign. If we allowed this to go up there, the Town would have multiple requests to have signage up higher on the building in addition to the existing signs in place. There is a lower fascia for the individual tenants to have signage and is the appropriate location. He encourages the applicant to work with the landlord as to a different location on the building on the lower fascia. He is ok with the sign itself. He would like to see the landlord work with the Town to come up with a new sign package for this plaza. The existing sign package is in need of refreshing.

Mr. Lewis made a motion to deny, without prejudice, sign application submitted to the Town on 6/12/14 as the location is inconsistent with the existing sign locations on the mall façade and does not adhere to the existing approved sign package for this plaza.

Mr. Brasley seconds the motion.

There was a discussion amongst the Board members that a majority of them do not support this motion as stated. They would support a denial due to the proposed location of the sign, but not because the sign does not meet the approved sign package.

Motion fails 2 - 5, with Board members Lewis and Brasley in support and Board members Anderson, O'Brien, Antonelli, Gardner and Neu opposed.

Mr. Anderson made a motion to deny, without prejudice, sign application submitted to the Town on 6/12/14 as the location on the upper fascia is inconsistent with the existing sign locations on the lower fascia of the mall façade.

Mr. O'Brien seconds the motion.

Motion carries 6 - 1, with Mr. Lewis opposed.

Mr. Anderson informs the applicant that he can come back to the Town with a revised sign application that looks similar to what was submitted, but located elsewhere on the building, as that is what the issue is. Mr. Brasley states that there is a two week lead

time on sign submissions. Mr. Lewis asks the Board if they are ok with the wording “math reading success” on the sign and the Board did not object to the wording; just the location.

New Application(s):

Dick Ide parking lot construction/site improvement – 347 North Washington Street. MRB Group, as agent for 333 North Washington Street, LLC, owner of property located at 347 North Washington Street, requesting preliminary and final site plan approval for construction of parking lot for automobile sales and site improvements.

Presenter: MRB Group, Kurt Rappazzo
Zoned: Commercial

Mr. Rappazzo presented the application to the Board as per letter of intent and response to DPW comments as shown below. With him is Michael Szlachetka, Dick Ide.



ORU9

www.mrbgroup.com

Engineering, Architecture, Surveying, P.C.

June 12, 2014

Planning Board
Town of Perinton
1350 Turk Hill Road
Fairport, New York 14450



**RE: PRELIMINARY/FINAL SITE PLAN APPROVAL
SITE IMPROVEMENTS AT 347 N. WASHINGTON STREET
MRB GROUP PROJECT NO. 3033.14001.000**

Dear Chairman Anderson and Members of the Planning Board,

As you are aware, the Dick Ide family of dealerships has purchased the property immediately north of their Volkswagen dealership, to expand its use and provide additional storage area for their other two dealerships. On May 28, 2014, the property was rezoned and a Special Use Permit granted by the Town Board following your positive recommendation. The applicant now requests you consider Preliminary and Final Site Plan Approval for the site improvements on the property located at 347 North Washington Street.

Dick Ide wishes to provide parking for 102 display vehicles along with four (4) visitor/employee spaces on the site that is in both the Town of Perinton and the Town of Pittsford. Dick Ide also wishes to display vehicles within the front setback along North Washington Street in the Perinton portion of the parcel. They intend to demolish the existing house, and remodel the existing garage to store keys. Architectural renderings of the garage improvements have been attached for your consideration.

The garage will be served only with electric. All existing utilities to the house have been removed and abandoned. An existing overhead fiber optic cable that crosses the project will be relocated underground by the utility company. The only proposed utility is the drainage piping.

Bioretention facilities and a small detention area are being provided to mitigate the stormwater impacts to the levels required by the NYS Stormwater Management Design Manual. A stormwater pollution prevention plan has been submitted for review. All stormwater management facilities are proposed to be maintained by the owner.

Vehicular access to the site will be through the Dick Ide Volkswagen property. The existing residential driveway will be used for construction access, and then removed up to the right-of-way boundary. There is no work proposed within the State right-of-way. Pedestrian access between the two parcels will be provided by a 4-foot wide stone dust trail. The existing asphalt sidewalk that terminates on the Dick Ide Volkswagen property will be extended to the project's northern property line under an easement to the Town of Perinton.

The parking lot will be adequately lit by full-cutoff LED fixtures at a 16-foot mounting height in Perinton. Dick Ide wishes to illuminate the display vehicles atop the berm between the parking lot and North Washington Street with ground mounted landscape lighting. Evergreens are provided along the backside of a berm to screen the parking area from North Washington Street. Deciduous trees are provided between the parking area and the northern property line.

Dick Ide wishes the Planning Board to consider this request, which is in keeping with their adjacent dealership, favorably. Enclosed with this letter is the application, short environmental assessment form, checklists, architectural renderings, and our site plans (G-1 thru D-1), detailing the proposed improvements and surrounding area. Fifteen copies of this application package were submitted to the Town, along with five copies of the stormwater pollution prevention plan and the \$500 preliminary and final site plan application fee.

This project is also located within the Town of Pittsford, and the review and approval process with that municipality has been initiated. On June 9, 2014, this project was heard by the Town of Pittsford Planning Board regarding application for Site Plan Approval.

We look forward to discussing this project at your July 16, 2014 meeting. If you have any questions in the meanwhile, please do not hesitate to call me at 381-9250.

Sincerely,



Kurt M. Rappazzo, P.E.
Civil Engineer III

Enclosures as noted.

MRB | group

www.mrbgroup.com

Engineering, Architecture, Surveying, P.C.

July 15, 2014



Mark Anderson, Planning Board Chairman
Town of Perinton
1350 Turk Hill Road
Fairport, New York 14450

**RE: PRELIMINARY/FINAL SITE PLAN APPROVAL
SITE IMPROVEMENTS AT 347 N. WASHINGTON STREET
MRB GROUP PROJECT NO. 3033.14001.000**

Dear Chairman Anderson,

We have reviewed the comments offered by the Town in their letter dated July 11, 2014 for the above referenced application. Most of the comments are technical in nature and can be resolved with the Department of Public Works. We have the following responses for your consideration. The initial comment is included in italics for ease of review.

DPW Comments – General:

1. *The applicant needs to grant a 10' wide sidewalk easement to the Town along the North Washington Street R.O.W. or provide the liber and page information if there is an existing easement.*

To our knowledge, no existing easement exists. The applicant will offer the 10' wide sidewalk easement as requested.

2. *The Town would prefer a sidewalk contribution instead of constructing an asphalt sidewalk in this location.*

From discussions with DPW staff, it is our understanding that the value of this contribution is \$2346.56, based on the lot frontage. The applicant will provide this contribution in lieu of constructing the sidewalk.

3. *Proposed improvements should be more distinct than existing features on the plans. Either proposed needs to be heavier or existing needs to be lighter.*

The drawings will be modified to improve the readability as suggested.

4. *The applicant shall provide a Letter of Credit for the proposed site work. The applicant's engineer shall provide a L.O.C. estimate to be reviewed by the D.P.W.*

From discussions with DPW staff, it is our understanding that the Letter of Credit will be for all of the site improvements, even those in Pittsford. We will prepare an Engineer's Estimate and submit to the DPW for review.

5. *The owner is required to sign a Stormwater Maintenance Agreement with the Town. The Town will provide the agreement document for "333 N. Washington LLC" to sign, and will require that any other property owner connected to the existing stormwater management facility sign the agreement as well.*

Noted. From discussions with DPW staff, it is our understanding that the agreement with Perinton will be for all of the proposed facilities, including those in Pittsford.

6. *Are the millings currently spread over the area of the proposed parking lot to be used as part of the sub base material or are they to be removed? The detail only shows crushed stone.*

For the best possible life expectancy and structural stability of the pavement, the asphalt binder and top courses should be constructed on a compacted crushed stone base per the detail. However, given the intended loading (passenger vehicles only), the use of the millings should be sufficient. Ultimately, it is the owner's prerogative whether or not to substitute the millings for a gravel sub base.

7. *To help reduce stormwater runoff, maintain 24' wide drive aisle in northwest portion of parking lot and replace proposed excess pavement area with topsoil and seed.*

The drive aisle can be reduced to the 24' width as suggested.

8. *DPW has no concerns with 8'x16' parking spaces for display parking spaces, as they will not be used by customers. Sales/customer spaces are 9'x18' and shall be provided with hairpin striping per Town standards.*

Noted. The Town's requirement for hairpin striping will be added to the plans.

9. *Will separate properties be combined into a single lot as part of this project?*

There are no plans at this time to combine any parcels.

10. *Provide more variety in the proposed landscape plan.*

Additional species will be specified.

11. *Confirm where vehicles will be unloaded for the new parking lot. N. Washington Street has sight distance issues in the southbound direction and a stopped car carrier in the right lane would be a hazard without an advanced lane closure or some warning to motorists.*

Most vehicles in the new lot will be individually driven over from the other dealerships. However, any vehicles delivered by car carrier would be dropped off on the south side of the Volkswagen sales building at 333 North Washington Street, as they are today.

DPW Comments – SWPPP:

1. *Confirm the existing detention facility in front of the existing Dick Ide parking lot has sufficient capacity to handle additional flow proposed by this project.*

We will provide calculations that demonstrate that the downstream detention facility has sufficient capacity.

2. *Proposed bioretention spillway elevation is 401.5, which is less than the maximum water surface elevation for each design storm events provided in the SWPPP. Consequently, some flow will not be routed through the bio-filter media, which may effect the runoff reduction and water quality volume calculations. Either the spillway elevation should be raised to accommodate the max surface elevation, or a statement made in the SWPPP that the water quality calculations reflect volumes to be routed through the filter media and doesn't include water flowing over the spillway.*

The bioretention facilities are solely for the treatment of water quality, and not water quantity. The spillway is the primary overflow device within the practice to ensure the maximum 6" ponding depth required for bioretention facilities by the New York State Stormwater Management Design Manual for the treatment of water quality. The bioretention facility surface area is sized, based upon the 6" ponding depth, to provide sufficient water quality volume for all of the proposed impervious area. Water flowing through the spillway is water quantity control, which is primarily handled by the outfall structure in the proposed dry detention facility.

3. *In the existing conditions narrative (page 7), revise the description to clarify that although the existing land was disturbed prior to project approval, the existing drainage area in the hydraulic calculations was assumed to be woods/grass and not millings.*

The SWPPP will be revised as requested.

4. *In the existing conditions narrative, clearly state that existing drainage conveyed via overland flow to the west or through the existing detention facility ultimately flows into the creek located downhill and west of the proposed site. This will help justify the analysis point for comparing pre and post development conditions (i.e. the outflow from the proposed detention facility).*

The SWPPP will be revised as requested.

CED Comments:

1. *The Town Board rezoned the property to Commercial district zoning and approved a special use permit for motor vehicle sales on May 28th.*

Noted.

2. *§208-42H stipulates that the front setback should include at least 50 feet in depth of buffer area featuring shrubs, hedges, berms, fences or walls. The display area for new vehicles, which is in the buffer area, is not permitted and should be moved back.*

We look forward to discussing this comment with the Board.

3. *The site plan identifies the display area as a gravel surface. §208-16C(3) requires off-street parking of more than five vehicles to be "surfaced with an asphaltic pavement." The Planning Board may alter the requirement when special conditions exist. A decorative paver surface would be an appropriate alternative to asphalt.*

We look forward to discussing this comment with the Board.

4. *The Town Code prohibits the parking of vehicles on grass.*

Noted.

Sincerely,



Kurt M. Rappazzo, P.E.
Civil Engineer III

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c: Michael Szlachetka – Dick Ide Volkswagen
Thomas Beck – Town of Perinton
Mike Doser – Town of Perinton
Doug DeRue – Town of Pittsford

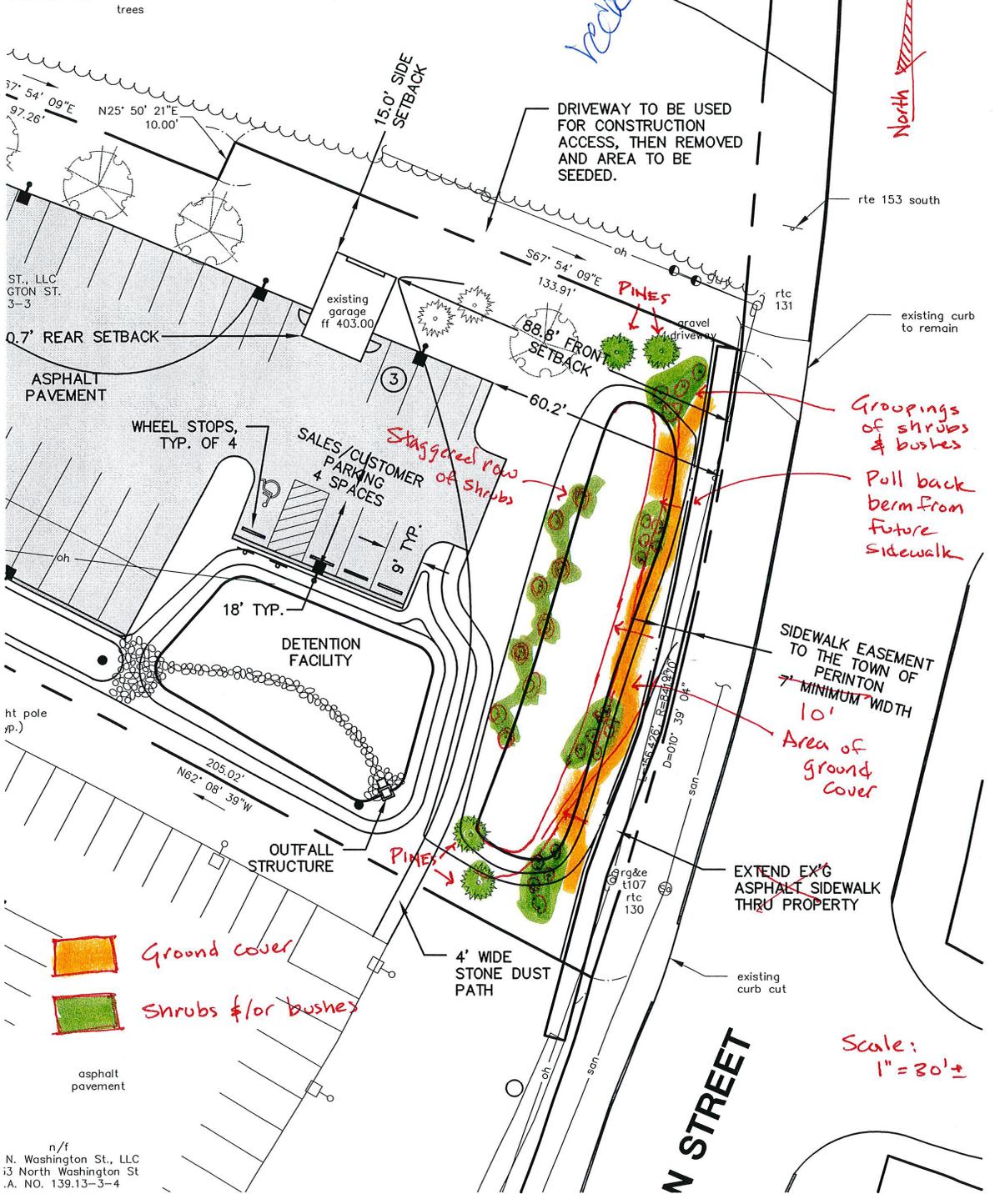
They are proposing up to 6 vehicles within the front setback along North Washington Street. 64 of the spaces are located in the Town of Pittsford. They met with the Pittsford Planning Board on June 16, 2014 and will not be back before them until later this month as they are waiting for a response from the Perinton Planning Board in regards to the lighting and landscaping. The parking lot is currently proposed to be lit by full cutoff LED fixtures – 16’ high mounting heights in the Town of Perinton and 25’ mounting heights in the Town of Pittsford. Pittsford wants the mounting heights to be consistent throughout the development. Dick Ide supports consistency, but asks the Board to consider a taller mounting height in Perinton. The pole heights at the Dick Ide Volkswagen dealership are at 21’ mounting height, and Dick Ide is requesting that the Board consider a 21’ high mounting height for 347 North Washington Street and then they would lower the pole heights in Pittsford to the same height. Pittsford’s other concern was landscaping; specifically the screening of the project from North Washington Street. The project proposes to display vehicles at the top of the berm back to the pines within the front setback. It is their understanding that the parking of vehicles is not permitted within the front setback; however, Dick Ide views this as a display of products, which is permitted for other uses within the Commercial District. Regardless; Dick Ide will eliminate the display, but request that the board consider a change in screening along North Washington Street. Dick Ide is concerned with the security and visibility of the vehicles on the lot and wishes the Board to consider lower lying shrubs and bushes around the base and top of the berm in lieu of the proposed pines.

He submits a proposed revised landscaping plan into the record as shown below.

347 N. WASHINGTON ST - LANDSCAPING REVISION
July 16, 2014

MRB Group, P.C.

PLANTINGS TO BE
 REMOVED AND AREA
 TO BE SEEDED AND
 LANDSCAPED.



The existing garage will remain and will be rehabilitated. The existing house will be demolished. They will eliminate the gravel parking along the top of the berm. They will pull the slope of the berm away from the sidewalk to create some separation and propose some shrubs and grouping along the base with some ground cover along the frontage and then a staggered row of shrubs along the back with pines framing on either side.

He acknowledges receipt of comments from Monroe County/DPW & CED and is agreeable to the comments.

Mr. Anderson asked for questions or comments from the Conservation Board. Ms. Fredette states that there are a lot of cars parked there already which is not permitted. She inquires what is in between the two rows of landscaping. The applicant states that it is a berm that will be 2 - 3 feet above the edge of pavement. Ms. Fredette asks if there will be cars parked on the berm, and the applicant states no. He states that they will eliminate the gravel and the Town does not permit parking in the grass. They will respect the 50' buffer. Ms. Fredette states that the Conservation Board is prepared to make a SEQR recommendation.

Mr. Anderson asked for questions or comments from CED. Mr. Doser states that CED issued comments as follows:

1. The Town Board rezoned the property to Commercial district zoning and approved a special use permit for motor vehicle sales on May 28th.

2. §208-42H stipulates that the front setback should include at least 50 feet in depth of buffer area featuring shrubs, hedges, berms, fences or walls. The display area for new vehicles, which is in the buffer area, is not permitted and should be moved back.
3. The site plan identifies the display area as a gravel surface. §208-16C(3) requires off-street parking of more than five vehicles to be “surfaced with an asphaltic pavement.” The Planning Board may alter the requirement when special conditions exist. A decorative paver surface would be an appropriate alternative to asphalt.
4. The Town Code prohibits the parking of vehicles on grass.

Mr. Anderson asked for questions or comments from DPW. Mr. Kozarits states that the DPW issued comments as follows:

General

1. The applicant needs to grant a 10' wide sidewalk easement to the Town along the North Washington Street R.O.W. or provide the liber and page information if there is an existing easement.
2. The Town would prefer a sidewalk contribution instead of constructing an asphalt sidewalk in this location.
3. Proposed improvements should be more distinct than existing features on the plans. Either proposed needs to be heavier or existing needs to be lighter.
4. The applicant shall provide a Letter of Credit for the proposed site work. The applicant's engineer shall provide a L.O.C. estimate to be reviewed by the D.P.W.
5. The owner is required to sign a Stormwater Maintenance Agreement with the Town. The Town will provide the agreement document for “333 N. Washington LLC” to sign, and will require that any other property owner connected to the existing stormwater management facility sign the agreement as well.
6. Are the millings currently spread over the area of the proposed parking lot to be used as part of the sub base material or are they to be removed? The detail only shows crushed stone.
7. To help reduce stormwater runoff, maintain 24' wide drive aisle in northwest portion of parking lot and replace proposed excess pavement area with topsoil and seed.
8. DPW has no concerns with 8'x16' parking spaces for display parking spaces, as they will not be used by customers. Sales/customer spaces are 9'x18' and shall be provided with hairpin striping per Town standards.
9. Will separate properties be combined into a single lot as part of this project?
10. Provide more variety in the proposed landscape plan.
11. Confirm where vehicles will be unloaded for the new parking lot. N. Washington Street has sight distance issues in the southbound direction and a stopped car carrier in the right lane would be a hazard without an advanced lane closure or some warning to motorists.

SWPPP Comments

1. Confirm the existing detention facility in front of the existing Dick Ide parking lot has sufficient capacity to handle additional flow proposed by this project.
2. Proposed bioretention spillway elevation is 401.5, which is less than the maximum water surface elevation for each design storm events provided in the SWPPP. Consequently, some flow will not be routed through the bio-filter media, which may affect the runoff reduction and water quality volume calculations. Either the spillway elevation should be raised to accommodate the max surface elevation, or a statement made in the SWPPP that the water quality calculations reflect volumes to be routed through the filter media and doesn't include water flowing over the spillway.
3. In the existing conditions narrative (page 7), revise the description to clarify that although the existing land was disturbed prior to project approval, the existing drainage area in the hydraulic calculations was assumed to be woods/grass and not millings.
4. In the existing conditions narrative, clearly state that existing drainage conveyed via overland flow to the west or through the existing detention facility ultimately flows into the creek located downhill and west of the proposed site. This will help justify the analysis point for comparing pre and post development conditions (i.e. the outflow from the proposed detention facility).

Since the comments have been issued he has spoken with the applicant's engineer and the concerns have been clarified and he feels that the project will meet phase 2 of the DEC regulations as designed. The remaining comments are technical in nature and can be resolved.

Mr. Anderson asked for questions or comments from Mr. Beck. Mr. Beck states that this project falls within a pedestrian zone in the Town and the Town would prefer a sidewalk contribution instead of constructing an asphalt sidewalk in this location. The Town is also requesting a 10' wide sidewalk easement to the Town along the North Washington Street R.O.W.

Mr. Anderson asked for questions or comments from Attorney Place, and there were none.

Mr. Anderson inquired if the berm would be undulating. The applicant states that they can add some undulation. Mr. Anderson feels it is more natural and provides screening. He inquires why they originally proposed pine trees. The applicant states that as the plan progressed they just changed their minds about what would work. Mr. Anderson feels that this new proposal will be better due to security concerns. He asks if the applicant agrees not to park any vehicles in the 50' buffer, and the applicant agrees. Mr. Anderson states that they have the option if they want to shift everything back and stay out of the 50' buffer. The applicant states that they don't want to disturb anymore area than is already disturbed. Mr. Anderson states that he would prefer not to see any cars parked in the front. Parking within the 50' landscape buffer is not allowed. Mr. Anderson inquires how vehicles will be unloaded. The applicant states that there will be no car carriers entering 347 North Washington Street. Mr. Anderson inquired if they would unload on Washington Street, and the applicant states no. Mr. Anderson inquired how this will work if he is a potential customer; where will he park and how will he get around? The applicant states that there are always spots available in front of the Volkswagen buildings. They have offered 4 spaces on this site that will be open. You would have to go through the

site and go to the back. He states that Ide feels that most of the traffic within this site will be driven by sales people from the other dealerships so that if someone is at Mazda and is also interested in a comparable Honda or Volkswagen, the salesperson would take them to the site. There is sufficient parking available if customers just want to come in without a sales person. Mr. Anderson thanks the applicant for working with Town staff on this proposal.

Mr. Lewis likes the new landscaping plan. The area between the two rows of shrubs will be what? The applicant states it will be grass. Mr. Lewis is prepared to move forward.

Mr. Brasley says this project site is unique as the front of it is in Perinton and the back of it is in Pittsford and most people likely think that it is in East Rochester or Penfield. The Town prefers 16' lights. He inquires if the proposed 21' is measured from grade to the highest point on the fixture. The applicant states it is from grade up to the bottom of the fixture on the pole. The bottom of the light fixture is at 21' above grade. Mr. Brasley feels this is a fair compromise between the 25' in Pittsford and the 16' in Perinton. He supports the landscaping plan that was presented to the Board tonight and feels it is important to keep cars out of the 50' buffer. He is prepared to go forward.

Mr. O'Brien supports the new landscape plan and protection of the buffer and he is ok with the compromise on the lighting. He is prepared to move forward.

Mr. Antonelli supports the new landscape plan. He can go along with 21' high lighting. He is prepared to move forward.

Mr. Gardner would like to see the photometrics associated with the proposed revision to lighting to see what the difference is between 16 and 21'; specifically in the front along North Washington. Anything in the rear he is not concerned about as much. He would like to know if there is any spillage before a decision is made.

Mr. Anderson inquired if the plans that the Board has for review that were submitted to the Town show 16' poles or 25' poles. The applicant states that they are 16' poles.

The applicant states that he has not run the photometrics for the 21' heights. They would be understandably between the 16' you see in Perinton and the 25' you see in Pittsford. Mr. Gardner states that the applicant has put in a lot of effort to have extra pavement to have 7 people have to drive through the facility to triple park cars. If the lot were turned 90 degrees, they could get almost the same number of parking spaces and eliminate a lot of pavement and give more opportunity to have a landscaped area in the front. He would like to see a landscape plan that is more developed. The applicant states that they tried to fit a lot in the front, including the stormwater detention. Mr. Gardner feels that the plan could be better, but he is not opposed to it.

Mr. Anderson agrees that photometrics will need to be submitted to the Town and reviewed.

Ms. Neu likes the changes to the landscaping. She appreciates the compromise on the lighting. She feels that the architectural elevations of the building could be improved to make it more aesthetically pleasing.

Mr. Gardner asks what the function is of the building. The applicant states it is for storage and keys to the cars. Mr. Gardner asks if the old building is being demolished. The applicant states that they will keep the masonry and repair the trusses.

Mr. Rainis states that the Conservation Board recommends a SEQR Negative Declaration, based on the following findings:

- 1) The portion of the proposed project located within Perinton will meet green space requirements of the Perinton Code.
- 2) Stormwater will be managed for quantity and quality by means of bioretention swales and a small retention pond, in accordance with NYS standards.
- 3) The current curb cut onto North Washington Street will be removed and vehicular traffic will be routed through the existing Dick Ide entrance.
- 4) The proposed use appears to be compatible with surrounding uses.

Mr. Anderson made a motion to grant a Negative Declaration of SEQR for the reasons as cited by the Conservation Board.

Mr. O'Brien seconds the motion.

Motion carries 7 – 0.

Mr. Anderson made a motion that the applicant is required to make a contribution to the Town sidewalk fund in lieu of a constructed sidewalk in an amount to be determined by the Commissioner of Public Works.

Mr. Lewis seconds the motion.

Motion carries 7 – 0.

Mr. Brasley made a motion to grant preliminary site plan approval for construction of parking lot for automobile sales and site improvements for plans received by the Town on 6/12/14 and revised landscaping plan submitted to the Town dated 7/16/14 and submitted to the Town into the record this evening, subject to the following conditions:

1. Satisfaction of any remaining concerns of the DPW.
2. Final plans submitted to the Town for signature shall reflect the changes as shown on the revised drawing that was submitted tonight, including eliminating the gravel parking lot in the landscape buffer.
3. There shall be no parking or display of cars within the 50' front yard landscape buffer.

4. The berm in the front yard shall be pulled back as shown on the plans submitted to the Town tonight and shown on the final plans submitted to the Town for signature.
5. The berm shall be undulating and varying top height rather than flat and shall be shown on final plans submitted to the Town for signature.
6. The site shall be lit with 21' poles to match those of the existing car dealership next door and shall be shown on final plans submitted to the Town for signature.
7. The applicant shall submit photometrics of the 21' poles to the satisfaction of the Commissioner of Public Works and the Town Engineer for review and approval.
8. The applicant acknowledges that the 7' wide sidewalk easement as shown on the plans shall be changed to a 10' wide sidewalk easement and shown on the final plans submitted to the Town for signature.
9. Final plans submitted to the Town for final signature shall identify building height, materials and colors for the existing garage building.

Mr. Lewis seconds the motion.

Motion carries 7 – 0.

Mr. Brasley made a motion to grant final site plan approval for construction of parking lot for automobile sales and site improvements for plans received by the Town on 6/12/14 and revised landscaping plan submitted to the Town dated 7/16/14 and submitted to the Town into the record this evening, subject to the following conditions:

1. Satisfaction of any remaining concerns of the DPW.
2. Final plans submitted to the Town for signature shall reflect the changes as shown on the revised drawing that was submitted tonight, including eliminating the gravel parking lot in the landscape buffer.
3. There shall be no parking or display of cars within the 50' front yard landscape buffer.
4. The berm in the front yard shall be pulled back as shown on the plans submitted to the Town tonight and shown on the final plans submitted to the Town for signature.
5. The berm shall be undulating and varying top height rather than flat and shall be shown on final plans submitted to the Town for signature.
6. The site shall be lit with 21' poles to match those of the existing car dealership next door and shall be shown on final plans submitted to the Town for signature.
7. The applicant shall submit photometrics of the 21' poles to the satisfaction of the Commissioner of Public Works and the Town Engineer for review and approval.
8. The applicant acknowledges that the 7' wide sidewalk easement as shown on the plans shall be changed to a 10' wide sidewalk easement and shown on the final plans submitted to the Town for signature.
9. Final plans submitted to the Town for final signature shall identify building height, materials and colors for the existing garage building.

Mr. Lewis seconds the motion.

There was a discussion if the board members agreed with the elevations as shown for the building. Mr. Gardner inquired if the garage door is in the back and there is no access to it by pavement, and the applicant states there is no access by pavement to the garage door in the back. Ms. Neu inquired if the garage is on a foundation, and the applicant states yes.

Motion carries 7 – 0.

775 Pannell Road - re-subdivision of Lot 3 of the Bumpus Subdivision. Shelley Associates, P.E., L.S., P.C., as agent for Sorbello Brothers, LLC, owner of property located at 775 Pannell Road (tax id #195.01-1-13.13), requesting preliminary and final subdivision approval to re-subdivide Lot 3 of the Bumpus Subdivision into 4 lots.

Presenter: Shelley Associates, PE, LS, PC
Zoned: RT 2-5

Fred Shelley presented the application to the Board. The application is to subdivide 19.75 acre parcel into four new parcels; the largest being 9 acres and the other three being around 3 – 3 1.2 acres. The 9 acre parcel will have access from Pannell Road and the three lots along Ryan Road will be accessed by a private driveway that will be shared in common with these three parcels. He acknowledges receipt of comments from DPW/CED and Monroe County, and has no issues. He is not certain at this point if the site will balance. Any excess will be used on site in the disturbed areas or will export it out. They would like to start as soon as possible once approved. They plan to stick with the State's minimum requirement of 1000 feet travel path to a fire hydrant. They won't tell the future home buyer or builders that they are prohibited from putting in a sprinkler; they will be given the option.

Mr. Anderson asked for questions or comments from the Conservation Board. Mr. Rainis states that the Conservation Board notes that the soils are very pervious and that the access driveway is switched back to allow for a lesser grade and that there will be some digging along the side of Ryan Road to accommodate the catch basin to divert any surface runoff from that lower part of the driveway so that Ryan Road surface will not be impacted by any surface runoff. The Conservation Board is prepared to provide a SEQR recommendation.

Mr. Anderson asked for questions or comments from CED. Mr. Doser states that CED issued comments as follows:

CED Comments:

1. NYS Building Code requires structures to be within a 1,000-foot travel path to a fire hydrant. The Town Design Criteria states the distance should be 500 feet. The Egypt Fire Department prefers the 500-foot distance because it allows for quicker response times, and recommends that structures farther than 500 feet be sprinklered.

Mr. Anderson asked for questions or comments from Town Engineer Kozarits. Mr. Kozarits states that DPW issued comments as follows:

DPW Comments:

General

1. The applicant is required to establish a form of financial security for the driveway construction and the work proposed within the Ryan Road R.O.W.
2. The proposed access easement needs to include the portion of private driveway used for a turnaround. The easement description needs to be provided to the D.P.W. for review and the final approved document needs to be signed and delivered to the D.P.W. along with a check to the Monroe County Clerk for the appropriate filing fee.
3. Show the stabilized construction entrance on the site plan and state a minimum 50' length is required in the notes, not 40' as currently indicated in the notes.
4. Show the swales along the east side of the driveway to be lined with rip rap to minimize erosion.
5. Does the proposed earthwork for this project balance?
6. Specify PVC SDR-35 pipe to be used for stormwater laterals.
7. What is proposed schedule for construction of site improvements?
8. Specify that the existing catch basin in Ryan Road shall be cored to receive new 12" pipe.

They have looked very carefully at this site for several months now reviewing drainage and have gone back and forth with different access points and feel that under the circumstances that what the developer and developer's engineer have incorporated into the project will have minimal disturbance into the adjacent roadway network of Ryan Road. Stormwater that is being proposed onsite will predominantly be infiltration onsite. There have been two basins added that will allow sheet flow into those basins, so it is getting into the ground and not directly discharging into the system. The purpose of this catch basin and system at the Ryan Road intersection is to prevent any water that accumulates down there from creating an icing issue, as opposed to directing this three lot subdivision into a pipe and to the street. He is prepared to go forward on this project.

Mr. Anderson asked for questions or comments from Commissioner Beck. Mr. Beck thanks the applicant for working with the Town staff for the last several months. He feels that the plan that has been presented is the best outcome for the proposal.

Mr. Anderson asked for questions or comments from Attorney Place. Mr. Place states that a SEQR determination is required for this unlisted action. A park fund contribution determination for all 4 lots should be reviewed. He recommends requiring the applicant to provide an acceptable access/utility easement out to Ryan Road to him for his review and approval prior to his signing off on the plans.

Mr. Anderson asked for questions or comments from the audience. Diane Barrington, Ryan Road is concerned with car accidents. The driveways on Ryan Road are currently on the left side. They are lengthy driveways. If they put driveways on the other side, she may hit somebody on the other side on her way out, as they have to go fast to get up the other side and also feels that these new residents will hit someone. It is a dangerous situation that is being created by putting a driveway on Ryan Road. It should be on Pannell for all four lots.

Mr. Anderson states that Ryan Road is a public road and the applicant has the right to access. There is only one access point that will serve all three lots. The Town did ask initially why they were not going to bring everyone in through Pannell Road, but the developer had preferences to have only one access there and to put the other three on Ryan Road. With respect to traffic safety, he defers to Town Engineer Kozarits. Mr. Kozarits states that he respects what she is saying by trying to get a full head of steam up the hill to get up to Ryan Road, but he feels that is dangerous as he is not sure how she would know if someone was coming south. Ms. Barrington states that if you can't gather speed, you won't get out of Ryan Road onto Pannell as there is a steep hill there. Mr. Kozarits asked if it would be helpful to her if she knew where the driveway is being proposed on Ryan Road. Mr. Shelley pointed it out on the site plan.

Richard Mastrella, Ryan Road, asked the applicant where the drive is compared to the hydrant. The applicant states it is about 200' north of the hydrant. The driveway has moved since the original submission a couple of months ago.

Claude Tribastone, Ryan Road, expresses concern about safety for the private road with a very steep pitch that will not be maintained properly. It faces due west and there is a strong wind. There isn't going to be any way to stop the momentum of a car coming out of the driveway; it will go into the gully in one of the yards of the existing neighbors or it will hit another car. He feels that Pannell Road should be the only access to these lots.

Holly (unintelligible), is concerned that either she or her house will get hit with the access to Ryan Road. Traffic safety is a big concern. She is concerned about runoff from construction. It is a hill, and water will run down it. She feels that there will be many more cars now on Ryan Road and additional buses and garbage trucks, etc with this development. She would like to see the access on Pannell.

Peg (unintelligible), 799 Pannell Road, inquires about the fire hydrant on Pannell Road right near where the property line is where the driveway is going in. The applicant states that the driveway is 20' from her property line and the hydrant will not move.

Bill Davidson expresses concern about traffic safety on Pannell as cars frequently speed on this road.

Rick Little, 699 Pannell Road, states that the only safe place where they can get the site distance is where they have placed this access on Pannell. Ryan Road is a dead end road. Buses already go down Ryan Road, as do recycle/garbage. Access to this site through Ryan Road is proper.

Richard Barrington, 193 Ryan Road, states that Pannell Road is a much busier road than Ryan Road, but that is the point. For about 30 or 40 years there have been about 9 houses on the street, and that is the kind of neighborhood that they bought into. Last year another property was developed on this road and this is a 44% increase in the number of residents on what has been an undisturbed, quiet street for 30 or 40 years. He feels that the Board should preserve the character of the neighborhood. On a small street like this, adding three houses is a big deal.

Karen Mastrella, 205 Ryan Road, inquired why all four houses can't be accessed off of Pannell. They are adding an entrance to Pannell already, why can't all four homes be serviced that way? The applicant states that the rationale is to keep one driveway for the 9 acre site. The other three lots, if serviced from Pannell would disturb even more land.

Mr. Davidson expresses concern about potential drainage problems if Pannell Road entrance were to service all four homes.

Paul Sorbello states that Mr. Davidson is concerned about a hypothetical situation. As a single dwelling driveway, it is not an issue. Mr. Anderson states that the Planning Board is not going to review a hypothetical situation on the fly. The Board is reviewing the plan that is currently before them.

Mr. Kozarits states that the runoff from the driveway for Lot R3B as shown is not changing any of the drainage patterns. Anything that currently drains to that wet LDD is going to that same location. There will not be an increase in flow.

A man states that there is moderate flooding on Ryan Road. This is a steep hill. Water flows downhill. He would like to understand more about the drainage because of the steepness of the hill.

Mr. Kozarits states that a lot of care was taken on this site to review where drainage was going to go. There has been multiple back and forth with Town staff and the applicants' engineer. They did not want the entire runoff from these three lots just shooting across Ryan Road. Working with them they have come up with a plan and there are two infiltration basins that are going to be built on site to capture all but 200' of the road frontage. This access driveway that comes off of Ryan Road is going to be directed to those infiltration basins. Based on the data that was collected, it indicates that the water will permeate and infiltrate into the ground to the spot where it goes today; the tributary for Whitebrook that runs across their driveways.

A man asks if he feels that there will be any increase in runoff. Mr. Kozarits states that there will be an increase in runoff for the lower portion of the drive of about .2 cubic feet per second, which is a very small amount relative to the volume that the tributary currently carries. During a heavy rain event, it would be an insignificant increase and not noticeable. Mr. Anderson inquired if the volume flow has increased over time for the Whitebrook tributary. Mr. Kozarits states that is a fair statement. The man asked if this information is a part of the public record and could he have a copy of it. Mr. Anderson states it is a part of the public record and a copy of it may be requested from the Town. Mr. Place states that Mr. Kozarits office is on Cobb's Lane and he could review the drainage information with him if he would like. The man states that there doesn't have to be four properties created, especially since three of them are much smaller than the existing homes on Ryan Road. The Board should try to keep this proposal to meet the character of the neighborhood. Mr. Place states that the Planning Board is not in a position to do that if it meets the zoning code unless there is some extraordinary issue. The Board is not in a position to say you can't build on this land if they can access it appropriately and the access is off of a public road. The man states that Code states that lots be of such size to be in harmony with the existing neighborhood. Mr. Anderson states that the zoning is 2-5. The minimum lot size could be two acres. Actually, these three that are facing onto Ryan Road are at least three acres in size and the larger parcel is 9 acres. To our Code, the applicant could have asked for more homes. The applicant has a right to develop them within the Code. He understands that the existing neighbors' homes were built at a different time on larger lots. This land could support at least several more additional homes and meet Code. The Planning Board has to look at this with balance. The developer has goals, there are concerns of the neighbors, and the interest of the Town. This plan has gone through a couple of different design iterations and has responded to the concerns of Town staff regarding drainage.

A woman inquired if anyone from Town staff has seen the damage that has been done to the properties in the tributary from the recent storm. Mr. Beck states that he has seen it. Most of the events in the last couple of years have been significant events. The stream flow has increased over time.

A man expresses concern about cars going sideways down the private drive. It is western facing and is going to be a problem. He feels it is a huge safety issue and wonders who will be liable.

A woman states that she lives on Ryan Road feels that it is offensive to hear that the reason that they are putting one driveway on Pannell and three off of Ryan Road. She doesn't think it is fair to the residents of Ryan Road who have 6 – 7 acres of land and don't want all those additional driveways either. They already own their homes and are not particularly concerned about who might purchase a 9 acre parcel with one driveway.

Ms. Neu doesn't have anything additional to add.

Mr. Gardner supports the application. The layout meets Codes and guidelines. There is about 1000 feet of frontage on Ryan Road and are only putting in one driveway for three homes. This meets the Code and is well within the Code. They could probably have a driveway for each one of these homes and still not have an issue. He feels that any cars that go off the drive will go into their own property. The bottom of the driveway is at 8%. This driveway at the bottom meets Town Code. There is no reason to deny this application as it meets Code.

Mr. Antonelli supports the application. It meets the Code. The Town Engineer has reviewed this request with the applicants' engineer numerous times to come up with the design they have today. The applicant has looked at where they want the drive entrances to be and it meets the Code; there is no reason to deny it.

Mr. O'Brien supports the application. The idea that there is a single driveway on Ryan Road to serve three houses makes a lot of sense. This proposal meets Code; there is no reason to deny it.

Mr. Brasley supports the application. He understands the engineering and the drainage review that has gone into it and he feels this is the best and safest plan based on the layout that the applicant wants. He does not believe that it will alter the character of the neighborhood. The lot sizes exceed what is required by zoning and it is on a public road. The Town has to allow people to have access to their property on a public road if there is a way to do it without harming the environment.

Mr. Lewis states that this applicant has met with the subdivision review committee several times over a period of time. The Town had expressed concerns about steep slopes right from the beginning. This final plan has been made with the thoughts that were discussed with the subdivision review committee and by the Town Engineer. He asks what the steepest slope is for the driveway that is serving 3 houses. The applicant states that it is no more than an 8% slope. At the u turn it is about 7% and then it goes back to 8% and then it goes down to about 3% for the very bottom 75'. Mr. Anderson states that the last 75' coming to Ryan Road has a slope of about 3%. The driveway has been designed with safety in mind. Mr. Lewis asked if they considered running the driveway from the southernmost house to the northern most house and coming out to the north as opposed to the south. The applicant states that it has steeper slope and would have required more grading. Mr. Lewis inquired how many homes are on Ryan Road today. A woman states 10. A man states that the 10th home was just added. This would be a 44% increase. Mr. Lewis feels that this road is slightly traveled today and to add three more homes to it is not really an awful lot of additional traffic. This proposal meets Code. They can't deny the request if it meets Code. He understands that the neighbors are upset and suggests that perhaps the neighbors should have requested the Town Board to consider reasoning Ryan Road to larger lots. The potential for this type of development proposal to happen has existed for quite a while. This applicant has come in with a plan that meets Code. There is not any legal way to prevent this development as proposed. The Town did look at all of the lots going out to Pannell Road; however, the applicant did not want that, and this proposal meets the Code.

Mr. Anderson states that the landowner has a right to develop their land if it meets Code. There is a Town Code and the applicant is proposing to develop it at less of a density than Code allows. It will change the nature of Ryan Road. Anytime there is development there is change. He is living with it right now. The Town recently approved a 160 unit project adjacent to the subdivision he lives in. The developer has been working closely with Town staff to address their concerns and have modified their proposal based on those concerns. The Town has looked closely at drainage and safety of the access. The neighbors have offered input as well. The private drive off of Ryan Road actually meets the public road standard. This is deemed as being safe. He doesn't feel that the cars will spill out into Ryan Road. They may spill out onto their own property. Theoretically, this could have been subdivided in such a way that three driveways could have come off of Ryan Road. This proposal provides a safer access point. He is comfortable going forward with this proposal. He acknowledges to the residents on Ryan Road that it will be different; they will have some new neighbors. There are currently 10 homes and now there will be 13. He doesn't feel that there will be any dramatic change and it balances the concerns of everyone as best it can.

Mr. Anderson asked if there are any further questions or comments from the audience, and there were none.

Mr. Rainis states that the Conservation Board recommends a SEQR Negative Declaration, based on the following findings:

Construction out of steep slopes and surrounding wetland areas: Site areas of wet and slope LDD (excepting road cut) will not be impacted by construction activities.

The site is conducive to good drainage: Soil conditions favor infiltration along intended upper driveway, and in other, construction areas.

The Town will receive a concomitant benefit to roadway (driveway) sheet drainage interception: Intended placement of approximately 600' of piping along Ryan Rd. (to capture and transfer sheet drainage off the constructed driveway) to a catch basin on Ryan Rd. The installation of the piping will improve surface road drainage on Ryan Rd.

Each subdivided lot will undergo separate administrative approval.

Mr. Anderson made a motion to grant a Negative Declaration of SEQR for the reasons as cited by the Conservation Board.

Mr. Brasley seconds the motion.

Motion carries 7 – 0.

Mr. Anderson made a motion to require the applicant to make a contribution to the Town Park fund for 4 lots to enable support of the achievement of the Parks and Recreation goals as outlined in the Town Comprehensive Plan.

Mr. Brasley seconds the motion.

Motion carries 7 – 0.

Mr. Brasley made a motion to grant preliminary subdivision approval to re-subdivide Lot 3 of the Bumpus Subdivision into 4 lots for plans received by the Town on 6-17-14, subject to the following conditions:

1. Satisfaction of any remaining concerns of the DPW.
2. Access & utility easements are to be submitted to Town Attorney for his review and approval prior to final signature on plans.

Mr. O'Brien seconds the motion.

Motion carries 7 – 0.

Mr. Brasley made a motion to grant final subdivision approval to re-subdivide Lot 3 of the Bumpus Subdivision into 4 lots for plans received by the Town on 6-17-14, subject to the following conditions:

1. Satisfaction of any remaining concerns of the DPW.
2. Access & utility easements are to be submitted to Town Attorney for his review and approval prior to final signature on plans.

Mr. O'Brien seconds the motion.

Motion carries 7 – 0.

Mr. Anderson thanks the neighbors for attending and for their thoughts and feedback to the Town regarding this proposal. He understands that there are already drainage issues that exist out there and he encourages the neighbors to work with the Town so that they can address the issues. He hopes that some of their concerns regarding safety at the ingress/egress to the three lots on Ryan Road have been explained. The Town has looked closely at the drainage and feels that this proposal shouldn't make the drainage worse than what exists today.

Discussion:

Minutes – 6-18-14

Mr. O'Brien made a motion to approve the minutes of 6/18/14 as amended.

Mr. Lewis seconds the motion.

Motion carries 7- 0.

ZBA – 7/28/14

The Board reviewed the ZBA agenda and will submit written comment to the ZBA regarding signage at Lollypop Farm – 99 Victor Road and Wegmans – 6604 Pittsford Palmyra Road.

Ms. Fredette inquired if the Board would comment on Casa Larga Farmers Market proposal - 2287 Turk Hill Road. She expresses concern about parking being allowed in grass. Mr. Beck states that DPW will be reviewing this proposal.

There being no further business before the Board, the meeting adjourned at 9:45 PM.

Respectfully Submitted,

Lori L. Stid, Clerk