

**TOWN OF SWEDEN
Planning Board Minutes
March 22, 2010**

A regular meeting of the Town of Sweden Planning Board was held on Monday, March 22, 2010, at the Town Offices, 18 State Street, Brockport, New York, commencing at 7 p.m.

Members present: Richard Dollard, David Hale, William Hertweck, Craig McAllister, Arnold Monno, David Strabel

Absent: Matthew Minor

Also present: James Oberst, P.E., MRB, James Butler, Building Inspector, Kris Schultz, P.E., L.S., Robert Keiffer, P.E., Ronald and Paul Viele, Mary Ann Thorpe, ZBA, Ken Reid, ZBA, Jeff Knapp, Scott Bennett, Harold Mundy, Tony Gianni

The meeting was called to order at 7 p.m. by Chairman McAllister.

Correspondence was passed to members for review.

Moved by Mr. Hale, seconded by Mr. Monno, that the minutes of February 22, 2010, be approved.

Ayes – 6

Moved by Mr. Monno, seconded by Mr. Hertweck, that the regular meeting be adjourned to the public hearing.

Ayes – 6

Chairman McAllister read the notice of public hearing and affidavit of publication

Northview Subdivision and Site Plan – Section 2. Goldenhill Lane. 083.01-1-27

Mr. Kris Schultz addressed the Board and presented an overall site plan to the public. He explained that it is a development off Fourth Section Road, and the first section is under construction. The second section, depicted in yellow, was shown and is 19 additional lots. Section 2 runs downhill, and recently, was improved with a sanitary lift station. Lot sizes and houses will be similar to Section 1.

Jeff Knapp, 4 Goldenhill Lane – Mr. Knapp asked if there is a planned access to the Town Park. Mr. Schultz stated eventually there would be access farther down by the Heritage Square development.

Jonathan Bell, 6 Goldenhill Lane – Mr. Bell spoke with Chairman McAllister today on the telephone. Mr. Bell's concern was relative to water supply and that there has been breakage in service. Mr. Bell is very pro-development of the subdivision because he likes living there, but is nervous about the water and sewer service. Mr. Schultz stated that the water main on Fourth Section Road was an old one and subject to breaking a lot so the water pressure had to be kept low so it wouldn't break as often. In the past year, Monroe County Water Authority realigned the old main with a new procedure, which resulted in the water pressure doubling in the area. He added at first there was worry that the water main would have to loop early on, but now the calculations show that as each section develops, there will be sufficient fire flow.

Mr. Knapp asked if there was any way to control the dirt during construction for those residents with pools. Mr. Schultz suggested calling Mr. Northrup first, who will contact the builder. Or, a resident can call Mr. Schultz, the Town, or Building Department, who in turn, will contact Mr. Northrup to resolve any issues. Mr. Northrup sells the lots to the builder, and therefore, is removed from the loop until a call is made.

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Chairman McAllister asked if there were any more questions or concerns regarding this project. There were none.

Moved by Mr. Strabel, seconded by Mr. Dollard, to adjourn the public hearing to the regular meeting.

Ayes - 6

CVS Pharmacy Resubdivision and Site Plan. 6510/6524 Bkpt-Spen Road.083.08-8-22,1.2,1.111

Mr. Robert Keiffer and Mr. Kris Schultz addressed the Board. Reduced scale plans with the most recent revisions were distributed.

Last Thursday, a submittal was made to the Town and to MRB with an item-by-item response to MRB's comments, which a copy has been given to each Member. Comments from Monroe County Department of Planning and Development have been received. The comments were pretty standard. Also, comments from the Environmental Conservation Board and Fire Marshal have been received. The majority of those comments have been addressed.

In regards to questions raised at the last meeting, Mr. Keiffer brought with him a new colored elevation rendering of the building. The Board elected to start discussing the new elevation first.

Mr. Keiffer showed last meeting's submission and the new rendering. He explained that as requested, the rear elevation, closest to the plaza, and the elevation closest to McDonald's has an alternate color to carry the theme around the building. The entrance way was enhanced by raising it several feet and adding a cornice. Also, the arches were raised to make it a more prominent entry feature. In regards to emergency vehicle access and the drive-thru, the drive-thru was raised to 14 ft.

At the last meeting, the Board asked what red structural brick actually looks like. Mr. Keiffer had hoped to bring a brick, but it was not delivered in time. He added the main body of the new McDonald's restaurant is structural brick. Mr. Strabel stated that the materials used is one thing, but the issue is that the cornice doesn't show any type of relief, which leads him to believe it's just a flat wall with some lines drawn on it. Mr. Dollard asked if Mr. Keiffer had the Internet drawings he presented at the last meeting, which the Board preferred. Mr. Strabel asked why couldn't something be done more with the wall to give it relief. Right now, it looks like the cornice is shooting straight through which makes it look like control joints. Mr. Keiffer accepted the comments and will clarify. Mr. Keiffer asked if the Board would like to see more windows. The Board was very much in favor of more windows so it wouldn't look like a blank wall. Mr. Strabel added by continuing with more canopies, it would give the building more projection or life. Mr. Keiffer suggested adding foundation plantings under the windows to even further enhance the north elevation.

Mr. Strabel stated architecturally, he wasn't quite sold on the revised entryway. It just appears to be bigger; it would almost be better on a smaller scale. Mr. Dollard still prefers the Internet style presented last meeting with more windows and cupola-like design. Mr. Strabel stated the character of the entrance way doesn't work and either does just coloring the north wall. He added that the entryway should to be more domesticated instead of looking like an air traffic control tower. Mr. Keiffer stated the goal is not to change the overall height, but change the character or style of the feature. Mr. Strabel suggested going with a more hip roof on the corner, the eaves slightly higher than the cornice line for separation, and then continue the cornice line in some other format. Mr. Keiffer applauded the feedback and will be back next meeting with an updated rendering.

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Mr. Kris Schultz asked for an update on the environmental. Mr. Keiffer explained that Day Environmental was retained to do a Phase I Environmental Site Assessment and that report was completed. The report includes a review of all public records and a walk-through of the site, no physical testing. As a result of that process, the site had previously been used for automotive uses and several, multiple underground storage tanks had been removed while one underground storage tank was filled in place. As part of the demolition work, that filled underground storage tank will have to be removed. Also, because of the above findings and that there was Phase I and II work done for the gas station on the south side of Rte. 31, it was determined to check if any petroleum product has migrated under the road. There was a question whether or not there was a recharged structure or septic system structure onsite. The recommendation was for a Phase II Environmental Site Assessment to be performed.

The Phase II has been authorized and is underway. Mr. Keiffer explained the process as using a sophisticated metal detector across the site to determine if there is a steel tank/pipe underground, which would be tested. In conjunction with the geotechnical information, sample observation wells will be installed so that the ground water can be monitored. He believes the results will show that the filled underground tank will have to be removed and soil samples will be taken as demolition occurs to determine if any of the material needs to be removed from the site. The above work and a final letter from the NYSDEC that the site is closed cannot occur until demolition of the site, which will not occur until the property is purchased, which will not occur until the project receives final approval. The SEQRA review and Neg Dec will have to be the assertion that the NYSDEC and the Town will follow through on the Phase II and III mitigation or a certificate of occupancy will not be issued.

Mr. Schultz added with similar projects, potential impacts are identified, a plan is put in place to take of the impacts, and a checklist is completed.

Chairman McAllister doesn't want to have a situation like what happened across the street where a cleanup was required, a structure put onsite for a number of years, and wells located on the property for monitoring. It would be hard to complete a site plan without knowing if that was going to happen again. Mr. Keiffer stated that CVS runs the risk of having to complete Phase II, purchase the property, and demolish the buildings only to find out that the problem is two times the magnitude more severe than expected and construction has to be stopped until the issue is corrected. At that point, there is no getting out and the commitment is made to clean up the site. Based on the information received to date, CVS has a reasonable level of confidence on how big the problem is, and in fact, has included the scope of work in the budget as it relates to the sale of the property and lease agreement.

Chairman McAllister confirmed that CVS would lease the property from Genesee Regional Development (GRD), which leads to another question relating to getting property from the plaza as it is pre-existing, nonconforming. The Board would have preferred to see the properties merged into the plaza like originally requested and the land leased, but was told this is not a lease, and that CVS has to own its own property. Mr. Keiffer stated CVS is not going to own the property, but the funding lease requires that GRD own the property. Chairman McAllister stated now there is a third party involved.

Mr. Strabel stated whether CVS or GRD bought the property from Mr. Hage, a nonconformance use has been made worse. He added from a financial standpoint, it probably makes more sense for CVS to lease than to buy. Chairman McAllister agreed, but that it makes more sense for this Board not to need the variances if the properties could be incorporated into one.

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Mr. Dollard asked if GRD is an affiliate of CVS. Mr. Keiffer stated it is not, only that GRD has done other deals with CVS in the past.

Mr. Schultz stated that the plat map for Lot 2 now has the variances listed per the Town Engineer's request. He added a summary schedule has been generated for Lot 2 to include the following:

- Front setback is 46.1 ft. (pre-existing)
- Side setback is 23.8 ft. (pre-existing)
- There are no new setback issues being created.
- The rear setback is greater than 25 ft.
- The pavement along the frontage is within a ½ ft. of the R.O.W. (pre-existing)
- 7.5 ft. buffer on side and rear is 0 ft. (pre-existing).
- Parking for the plaza building is 130 spaces. Currently there are 76 striped spaces. There are 25 spaces on Lot 1 in the easement for use by the plaza with 30 future spaces west of the reserved area established on the April 3, 1996, site plan.

Mr. Monno stated he didn't see the widening of the drive off Crestview Drive. Mr. Schultz stated there is enough space at 20 ft. for a two-lane drive. Mr. Schultz continued with Lot 2.

- There are 76 striped spaces, 25 spaces within the easement, and a rectangular area is shown on the map for an additional 30 spaces, which brings the total to 131 spaces.
- There is no impact to greenspace on Lot 2 with 35%; required 30 %.
- There are no variances needed for the plaza site except for the pre-existing issues.

Chairman McAllister stated the 7.5 ft. buffer would still require a variance for Lot 2.

Variances needed for Lot 1 are as follows:

- 7.5 ft. buffer on north side
- Setback off of Lake Road
- Greenspace

Chairman McAllister asked what the status was with NYSDOT for curb cuts. Mr. Keiffer stated the location of the curb cut has been revised with the latest submittal per NYSDOT. The intersection of Crestview Drive and Rte. 19 has been resubmitted to the NYSDOT. Review comments have not been received on the second traffic study to date. The revised plans reflect a left and a right turn out onto Rte. 31, which was a recommendation by NYSDOT, and also addressed the issue of stacking cars onsite to coincide with the gaps in traffic on Rte. 31. The parking was adjusted to get the numbers as noted previously; one space was lost on Rte. 31 and picked up elsewhere on the site.

Chairman McAllister stated there is still a potential that the access may relocate. Mr. Keiffer noted that this is the second time that NYSDOT has made a recommendation and this is the latest location. Chairman McAllister stated in a meeting he had with NYSDOT today, the comment was made that NYSDOT would like to see the access as far east as possible and had considered traffic leaving the site onto Crestview Drive to the light. There was concern for traffic leaving the site via a left turn onto Rte. 31, possible a right in only. NYSDOT will also review the curb cuts on Lake Road to see if they make sense.

Mr. Hale stated that it seems the environmental motion is going to be complicated, and that the Board may want to get some assistance with it. Chairman McAllister suggested calling Attorney Reuben Ortenberg for help.

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Mr. Schultz stated the SEQRA motion should recognize the fact that there is a Phase I and II with potential for remediation.

Mr. Oberst stated that he has received updated plans and it appears the majority of the comments have been addressed. He is still waiting for traffic, stormwater and lighting information.

Mr. Keiffer stated he believes the CVS store will not be open 24 hours a day and deliveries will still come during the overnight hours.

Mr. Dollard reiterated his concern from the last meeting, which was whether or not deliveries would go to the southeast corner by the drive-thru area. Mr. Keiffer stated yes and the drive-thru canopy was raised so that a tractor-trailer can back up in that area and offload at the door during times when the store is not open.

Mr. Oberst stated that the stabilized entrance was moved to Rte. 31. He was wondering what the flow of traffic would be during construction. Mr. Keiffer stated there is some advantage to having construction traffic coming in and out on Rte.19 for ease of access to the site, but he is open to direction regarding this.

Mr. Monno says it depends on where the construction vehicles are coming from. Mr. Oberst wouldn't suggest either direction, but would like to see a plan and evaluate it. If exiting through plaza, this needs to be coordinated with plaza owners.

Mr. Monno asked for clarification relative to storage of drain water. Mr. Keiffer explained stormceptors are a manhole that's designed for treatment of the stormwater in the structure and during low flow periods, stormwater drops in the bottom of manhole structure and there's an oil separator built-in, once stormwater reaches a certain level, it flows back out. During a storm event, water passes over the top of it. The proposal is for three or four stormceptors for this project.

Mr. Keiffer stated the amount of impervious area is actually decreasing so the total amount of water leaving the site is going to decrease slightly. Stormwater quality issues will be dealt with by treating the water through the stormceptors so retention onsite is not necessary because it is a redevelopment of a site.

Mr. Oberst stated that there are some parking spaces that should be eliminated keeping in mind the 198 total spaces needed for the plaza and CVS site. Mr. Keiffer stated per the terms of the lease, there are a certain number of parking spaces needed for the plaza and CVS. Mr. Oberst's preference is to have some of those spaces eliminated and to go for a variance for parking. Mr. Keiffer would be happy to include parking in the variance application to the ZBA as long as the Board was in support of less spaces. Plus, he would require a letter from this Board stating the Board's preference is to have fewer parking spaces for the CVS site.

Mr. Keiffer stated that CVS likes to have 65 parking spaces in close proximity to the front door. Mr. Strabel commented that's so there's always a perception that there is an available parking space to pull into. He added that the Board would not have any problem with a letter because the plaza or other businesses have never had a problem with not enough parking before.

Northview Subdivision and Site Plan – Section 2. Goldenhill Lane. 083.01-1-27

Mr. Kris Schultz continued review of this application. He stated comments have been received from the Town Engineer, Monroe County Water Authority, Monroe Count Department of Health, County Planning and Environmental Conservation Board.

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Town Engineer Comments

Mr. Oberst had a lot of comments; a good portion of them was minor in nature.

Utility Plan (C-2)

1. The proposed plan reflects a change in the sanitary sewer layout from the previously approved overall plans by routing the main sanitary sewer along Cobb Hill Lane instead of Golden Hill Lane. Are there any other changes to the sanitary sewer, or overall development of the project as a result of this change? The main sanitary sewer was relocated from Golden Hill Lane to the Cobbs Hill/Harkness Lanes alignment to provide the shortest route to the existing pump station in the Town Park. The falling grade of the overall site from south to north allows for ample adjustment to utility layouts. The change has no effect on the overall development. All other sections can be easily serviced with these changes. The main purpose for the change was to lower infrastructural costs to the developer to provide sewer access to the second phase.
2. If the sanitary sewer along Buckhorn and Golden Hill Lanes is to be extended, the end sanitary manholes S-9.1 and S-13.1 should be relocated to the Phase limit boundary, and stubs provided so that future phase work will not need to disturb dedicated areas of work. Both of these manholes are dead ends. The future development beyond the phase lines will have the same, dead end manholes; but will flow in the opposite direction. Thus, both locations are high points in the gravity system. The overall layout for Buckthorn Lane depicts this. The change in the main sewer to run down Cobbs Hill Lane crates the same situation on Golden Hill Lane. Also, the existing grade along Buckthorn Lane does not warrant the extension of the sewer to the west.
3. Sanitary manhole S-9 should be relocated so that the downstream sewer is within the right-of-way and does not require an easement. Manhole S-9 was relocated to the south as much as possible. Due to the proximity of the manhole to the gutter, the entire easement cannot be eliminated.
4. Grading should be provided which shows how the flow from the storm sewer ultimately enters the stormwater management facility for treatment. Calculations should be provided that demonstrate the peak flow rate will not have an erosive effect on the property between the outfall and the stormwater management facility. Additionally, stabilization measures should be provided for this swale. The pipe and end section D was relocated and directed toward the existing drainage swale that currently conveys Section 1's runoff. A graded swale was also added with a desiltation basin and stone check dams. The enclosed calculations support the erosion measures provided on the plans.
5. Storm manhole D-6 requires the cutting of the existing 24" storm main. Has a doghouse style manhole or a manhole with grate been evaluated? This would eliminate disturbing the invert of the existing pipe, and could possibly eliminate CB-2, which appears to be directly over the storm main. I would gladly use of a doghouse manhole with grate, but the town typically requires gutter inlets to be separate from mainline manholes. If this permissible, I will change the plans to reflect it. Will discuss with Mr. Perrine, Mr. Oberst and Mr. Lewis.
6. The back lot swale along the eastern property line should be revised to terminate at the future field inlet between lots 66 and 67 (as numbered on the approved Preliminary Overall Plans). This should be done now, so that future grading on lot 210 will not be required. The end of the swale was pushed to the future phase's inlet as requested.
7. The intersection point with Cobb Hill Lane is incorrectly labeled at Golden Hill Lane centerline station 13+93.65. The station label was corrected.
8. Sanitary and storm lateral locations should be shown on the plan. Due to the congestion of the Utility Plan, we typically provide the sanitary and storm laterals on a future lateral plan. I have provided that sheet following the detail sheets. C10
9. Hammerhead turn-arounds should be provided at the ends of Buckhorn and Golden Hill Lanes. The hammerheads were added as requested.

Grading and Erosion Control Plan (C-3)

10. The proposed walkout elevation for lot 203 appears to be below finished grade. The lot walkout label was removed.
11. The proposed finish garage elevation for lot 216 appears to be below finished grade. The finished grade label was revised.
12. Proposed grades seem to indicate that a 594 contour around the front of lot 211 was omitted, and that the nearby spot elevation should be 593.50. Please confirm. Actually the 594 contour line connects the 594 road contours right behind the gutter line. The spot elevation was mislabeled as a 594.5. It has been revised to the correct 593.5 elevation.
13. NYS Residential Building Code requires a clear floor-to-ceiling height of 7'-6". With that in mind, please confirm that the proposed 8'-0" vertical difference from walkout elevation to finish floor will meet code. The walkouts elevations were mislabeled for an 8' difference. They were supposed to be 9' like Lot 216.
14. Sediment basins should be provided at the outlet of all swales and system outlets. Silt sinks were provided at all outlets of swales and systems.
15. Erosion Control Note 2 should be updated to reference GP-0-010-001. The note was revised.

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16. The typical erosion controls provided during home construction should be detailed. The developer sells the approved lot's individual builders. He does not build on the lots or apply for building permits. It would be the builder's responsibility to produce an individual lot erosion control plan; due to the conditions of the adjacent lots at the time of construction. Mr. Oberst would like to see a typical erosion control map for the homebuilder to refer to showing minimum measures. Mr. Schultz will provide a generic erosion control map showing different slopes to give to the contractor at time permit is picked up as well as noted on plan.

Profile Sheets (C-4 thru C-7)

17. It appears from the notations that the proposed grading depicted upon Future Cobb Hill, Harkness, and Golden Hill Lanes is for reference only, and will not be graded at this time. Is that accurate? The grades shown are for design purposes. There will be little to no grading adjustments along the offsite sanitary sewer run.
18. Stubs should be provided on sanitary manholes S, S-1 and S-4, so that the benches will not need to be modified in the future. Stubs were added.
19. All service connections for the future lots along the sanitary sewer should be provided at this time. This will avoid the need to 'wet tap' the active main in the future. Short stubs with plugs and markers at the easement line should be provided. A note was added to provide the wyes, stubs, caps and markers for the future lot locations.
20. The sanitary crossing at approximately centerline station 8+00 should be shown on the Golden Hill Lane water main profile. Also, the storm sewer crossing appears to be at approximately centerline station 11+95, and not 12+75 as shown. The sanitary crossing at station 8+00 was added to the Goldenhill/water main profile. There is a 12" storm sewer crossing that was added at station 11+95, but the 30" crossing shown is provided to illustrate that water main needs to be deflected in order for the 8" main off the tee going down Cobbs Hill Lane doesn't conflict with the storm sewer.
21. The design engineer should consider utilizing a drop pipe connection on sanitary manhole S-10. The appropriate standard Town detail should be provided. The drop connection is noted and the detail was added to the Detail Sheet C-9.
22. The grade around sanitary manhole S-7 should be mounded to protect the barrel. The grading on the profile was revised to show backfill around the top of the manhole.
23. The grade 'downstream' of sanitary manholes S-6 and S-5 should be a minimum of 1% to ensure positive drainage away from the manhole. A note was added to the profile regarding your concern.
24. A gravel access road should be provided along infrastructure dedicated to the Town. Much like our project at Heritage Square, the town Highway Superintendent did not require a gravel access road along the offsite sanitary sewer. Need to check with Mr. Perrine.
25. Consideration should be given to relocating sanitary manhole S such that the proposed sanitary sewer can be within the future right-of-way of Harkness Lane. The manhole is located per the approved preliminary layout when the developer extended the sanitary sewer from the pump station in the park to help complete the sanitary system within the park. If so desired, manhole S can be relocated at the Town's expense.

Detail Sheets (C-8 and C-9)

26. The Sanitary Manhole Detail does not appear to conform to Town standards. The appropriate detail from the Town's Land Use Development & Subdivision Regulations should be provided. The latest town detail has been provided.
27. The Catch Basin with Concrete Curb detail should be removed and the Town's standard Catch Basin Detail provided. The latest town detail has been provided.
28. The Town's standard notes on the Cleaning and Testing of Sanitary Sewers should be provided. The latest town detail has been provided.
29. A water main/sewer crossing detail should be provided. The Monroe County Health Department and Monroe County Water Authority no longer want a standard water/sewer crossing detail on the plans. Each of the plan's crossings are reviewed and evaluated, and if needed, specific notations are added for the separation per the Health Department's standards for crossings.
30. The Gutter and Gutter & Catch Basin Apron details do not appear to conform to Town standards. The latest town detail has been provided.
31. The back-edge of the proposed sidewalks should be placed 1-foot inside the right-of-way line, per Town standards, and not 2-foot as proposed. The sidewalks were revised.
32. The curb should be removed from the Fiberglass Light Pole Luminaire Installation detail. The curb was removed from the light pole detail.

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Miscellaneous

33. Schultz Associates prepared a Stormwater Pollution Prevention Plan (SWPPP) dated July 17, 2003 for the overall proposed development. An addendum should be prepared updating the SWPPP to include the requirements of GP-0-010-001 and the Town's Stormwater Code. A new Notice of Intent (NOI) along with a MS4 Acceptance Form will need to be submitted to the New York State Department of Environmental Conservation for this phase. The additional stormwater information including forms and an addendum to the SWPPP will be provided under separate cover. As-builts will be done by Mr. Bernie Schmieder.
34. Before finishing the construction of the Phase 2 infrastructure, the existing stormwater management facility should be regraded to design volumes. A note was added to the Grading and Erosion Control plan stating that the existing pond needs to be cleaned to design depths. A line item will be included in the letter of credit as well.
35. Updated water main sizing calculations should be provided which demonstrate that looping of the water main is no longer necessary due to improvements made by the Monroe County Water Authority. Water main calculations approved by the MCWA are enclosed for your file. They support that the water main does not require a loop.
36. Schultz Associates prepared a Traffic Impact Study dated October 8, 2002 for the overall proposed development. This Study recommended that an exclusive westbound right turn lane be constructed at the proposed access point for motorist safety. What is the status of the timetable for this improvement or any other modifications the DOT is currently requesting? The study also recommended adjusting the signal timing at the Redman Road/NYS Route 31-31A intersection. At what point in the development are these adjustments to be considered? The NYSDOT permit plans were approved with Section 1 in 2003 but only the entrance was constructed at that time. Since then, through correspondence with the NYSDOT, the permit plan approval has expired. The plans were revised to reflect the current conditions at the entrance and the current notes and details required by the NYSDOT. They are currently reviewing the updated plans. As for timing changes to the lights at Redman Road, I will contact them to discuss and provide you with their input. Chances are, with the other development in the area, the need for the signal work may not be warranted any longer.
37. This project is subject to review by various governmental agencies having jurisdiction. Copies of any correspondence with these agencies regarding this project should be forwarded to the MRB and the Town. Only the standard agency approvals are required for this project, i.e. MCWA, MCHD, MCPW and the NYSDOT. The balance of agency issues were addressed during the rezoning and SEQR process resulting in a negative declaration. Copies of agency approvals regarding this section will be provided as they are received.
38. Surveyed record drawings are to be provided prior to the acceptance of dedication facilities. As is with the first section, as-built mapping will be provided prior to the request for facility dedication.

Mr. Schultz reviewed the County Planning comments, which were standard. There was a historic evaluation and a shovel test was completed. Nothing was found. Environmental Conservation Board comments were addressed and the Fire Marshal had no comments.

Chairman McAllister stated the Board would need to see updated plans in two weeks reflecting all of the above.

Chairman McAllister, Mr. Perrine and Supervisor Milner met with DOT to discuss some remediation and Town concerns since the 531 Expansion was discontinued. Discussion included Washington Street and to the west, Owens Road and the new bus garage, and the increased congestion that will result, i.e., car, tractor-trailer and school bus traffic, and the addition of a light on Redman Road.

The meeting was adjourned on motion at 9 p.m.

Planning Board Secretary