

A regular meeting of the Town of Sweden Planning Board was held on Monday, September 9, 2002, at the Town Offices, 18 State Street, Brockport, N.Y., commencing at 7:00 p.m.

Members present: Craig McAllister, Arnold Monno, Edward Williams, and Ellen Bahr.

Absent: Terrin Hover, David Hale, and William Hertweck.

Also present: Jerry Foster—Environmental Conservation Board, Charlie Sanford – Fire Marshal, Alan Bader – Building Inspector, Jim Oberst - MRB, Ed Fuierer, Bob Sodoma, AJ Barea, Jerry Watkins, Julie Passarell, Matt Sinacola, Wesley Milligan, Janet Milligan, Tom Bidwell, Betty Fluker, Dave Clements, Jeff Arnold, David La Rue, and others.

The meeting was called to order at 7:00 p.m. by Chairman McAllister.

Correspondence passed to members for review.

Moved by Mrs. Bahr, seconded by Mr. Williams, that the regular meeting be adjourned to the Public Hearing.

Ayes – 4

The Chairman read the notice of Public Hearing and the affidavit of publication. The Chairman asked if there were any questions or comments from anyone present at the Public Hearing.

Hartleben Revised Site Plan. 6275 Redman Road. Tax Acct. No. 113.01-1-12.12.
Contractor Ed Fuierer submitted plans already signed by the Town Engineer and the Monroe County Health Department. The single family home will be built in a different location than where originally approved by the Planning Board in 1994.

There were no public comments.

Sodoma Market Subdivision. 4490 Sweden Walker Road. Tax Acct. No. 085.01-1-3.
Betty Fluker asked what the zoning of the property is. Bob Sodoma answered that the zoning is commercial and his intention is to separate the farm market from the rest of the acreage because of insurance liability.

There were no other public comments.

Moved by Mr. Monno, seconded by Mrs. Bahr, to adjourn the public hearing to the regular meeting.

Ayes – 4

Classy Chassy Car Wash Site Plan. 4671 Lake Road. Tax Acct. No. 083.08-2-9.
Jerry Watkins, Dave Clements and David LaRue presented a site plan for a car wash to be located as a lease parcel at the Lake Road Plaza.

Mr. Watkins explained that the lease limit lines have been established to separate the car wash from the rest of the plaza.

Mr. Clements asked that the sign design be reviewed early in the process. He is proposing that the sign be an architectural feature incorporated into the building design.

Mr. LaRue explained that the proposed traffic flow includes an escape route for emergency vehicles or drivers who decide not to wait in line at the car wash. The north entrance onto Lake Road will be closed, leaving one access to Lake Road and two points of access from Ellis Drive.

Mrs. Fluker asked why the engineer decided to close the north entrance to Lake Road rather than the south.

Mr. LaRue said because of the proximity of the traffic light at Ellis Drive. He explained that grass islands will be used to control parking. Some pavement is being removed and more grass areas added to give the plaza a fresher look. He also said the parking lot lighting would be rearranged. The parking lot lighting has been done in a random fashion over the years, he said, and the new fixtures will provide better lighting.

Mr. Williams asked about a designated employee parking spot at the car wash. Mr. Watkins explained that the car wash will not have a full-time employee on site. Mr. LaRue said there are 18 employee parking spots behind the plaza and another five behind Monroe Muffler. Chairman McAllister said an employee parking spot at the car wash would not be necessary. There are short-term parking spots for customers using the vacuums. The vacuum stalls have been designed to be about 15' by 18'.

Mr. Watkins agreed that a dumpster would be located somewhere on the lease parcel. He said the plaza has begun to clean-up its southern border and will improve that area more in the spring.

Mr. LaRue said that parking-lot run off will drain into the storm sewer. Waste water from the car wash will be collected in a septic tank and eventually released into the sanitary sewer.

Mr. Clements asked about his sign concept. Chairman McAllister said there didn't seem to be a problem with the proposal.

Moved by Mr. Williams, seconded by Mrs. Bahr, that the Classy Chassy Site Plan and Special Permit E application be accepted for review.

Ayes – 4

The Public Hearing was set for October 14, 2002.

Milligan Bidwell Subdivision and Site Plan. Reed Road. Tax. Acct. No. 128.02-1-2.111. Engineer Matt Sinacola explained the proposed two-lot subdivision. Mr. Sinacola said Lot 1 will require a raised fill septic system. Lot 2 will probably be an inground septic system. He also noted that the eastern property line does not run along the hedgerow as one would expect. The wells have been drilled. There is also a proposed barn on each lot.

Moved by Mr. Monno, seconded by Mrs. Bahr, that the Milligan Bidwell Subdivision and Site Plan be accepted for review.

Ayes – 4

The Public Hearing was set for October 14, 2002.

Hartleben Revised Site Plan. 6275 Redman Road. Tax Acct. No. 113.01-1-12.12.
Fire Marshal Charles Sanford said the fire department has visited the site and that there is adequate turn around space for the fire trucks near the barn.

Moved by Mr. Williams, seconded by Mr. Monno, that using the original SEQR from the 1994 approval, that the Hartleben Revised Site Plan be given preliminary approval.

Ayes – 4

Moved by Mr. Monno, seconded by Mrs. Bahr, that the final public hearing be waived, the Hartleben Revised Site Plan be granted final approval, and the Chairman be authorized to sign the mylar.

Ayes – 4

Sodoma Market Subdivision. 4490 Sweden Walker Road. Tax Acct. No. 085.01-1-3.
Engineer AJ Barea presented updated plans including calculations for green space. Mr. Barea said the green space on the proposed lot will be .99 acres which is roughly 40 percent of the site. It exceeds the 30 percent minimum. Mr. Barea said he also added bearings and monumentation notes.

Mr. Oberst said that when the Sodoma Market site plan was originally approved, the 25 feet of green space required on the site along Brockport Spencerport Road and Sweden Walker Road was calculated according to the New York State Department of Transportation proposal for intersection improvements. The NYSDOT plans were altered from the proposal, leaving the site short of required 25 feet in some places.

Chairman McAllister said that makes the site a pre-existing non-conforming use.

Mr. Barea agreed to add dimensions to show what the actual green space is at various points, and to add dimensions to the Sweden Walker Road driveway.

Moved by Mr. Williams, seconded by Mrs. Bahr, that having reviewed the Project Information Form, comments from the Town Engineer, the Fire Marshal, the Highway Superintendent, and the Environmental Conservation Board, the Planning Board determines that the Sodoma Market Subdivision is an unlisted action which will not have a significant impact on the environment.

Ayes –4

Moved by Mr. Williams, seconded by Mr. Monno, that the Sodoma Market Subdivision be given preliminary approval with the acknowledgment that the property is a pre-existing non-conforming parcel and that this action does not create the non-conformity.

Ayes – 4

Mr. Monno left.

Crystal Ridge PUD.

Board members received copies of the Crystal Ridge Planned Unit Development Final Generic Environmental Impact Statement prepared by Crystal Construction.

Mr. Oberst noted that the archeological survey (Appendix D) has not been submitted.

The Planning Board secretary will contact Sweden Special Counsel Jerry Goldman and Crystal Construction Counsel Adam Walters to offer September 23 as a date to continue discussion of the project.

The meeting was adjourned by motion at 8:50 p.m.

Planning Board Secretary