

The Town of Gates **Planning Board** held four (4) Preliminary/Final Site Plan Review Public Hearings on Monday, May 24, 2021 at the Gates Town Hall Meeting Room, 1605 Buffalo Rd., beginning at 7:30PM

MEMBERS PRESENT:

| | |
|----------------|---------------------------|
| Mike Wall | Chairman |
| Joseph Argenta | |
| Juan Ruiz | |
| Andrew Gartley | |
| Theresa May | |
| | |
| Dan Schum | Town Attorney |
| Lee Cordero | Councilman, Town Board |
| Kurt. Rappazzo | Director of Public Works |
| Mike Ritchie | Costich Engineering, P.E. |

ALTERNATE (Absent) Ken Martin

Chairman Wall asked everyone to stand for the Pledge of Allegiance, following a Moment of Silent Prayer.

Chairman Wall, asked for a motion to approve the April 26, 2021 Planning Board Minutes as sent to the Board.

Mrs. May, motioned
Mr. Argenta, second
All Agreed None Apposed

MOTION CARRIED

Chairman Mike Wall there are (2) two applications from the previous meeting, and through mutual consent, requesting to extend the time-frame, in essence to keep BOTH projects TABLED. #1. Doud Apartment Homes, 898 Buffalo Rd. and #2. Gates Townhouse, Canal Ponds Business Park. NO ACTION will be taken on either one tonight.

**PRELIMINARY / FINAL SITE PLAN APPROVAL
WESTSIDE PROFESSIONAL LANDSCAPERS
OWNER: Steve and Christine Lewandowski
LOCATION: 2551 and 2665 Buffalo Rd.
ENGINEER: Schultz Associates P.C.
REFERENCES: None
R-1-11 (Residential Zoning District)**

Chairman Mike Wall asked if applicant was present to speak on the project?

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Dave Matt, Schultz Associate, working on the project, received email asking for several copies of a fresh map. He passed them out to the board.

A general overview of the project. Westside Professional landscaping located at 2565 Buffalo Rd. and is doing really well and has overextended the current area. The main thing is to add more parking spaces for him and his employees. Right now, there is about (18) eighteen parking spaces for office workers, a rental unit from the original building, plus approximately (22) twenty-two summer workers which all goes above and beyond the (18) eighteen spaces, as well as with

the recent property purchase of the single-family home at, 2561 Buffalo Rd., which he is looking at turning that into a rental with (2-3) two-three units. They have outgrown the parking area. and the main goal is to get as much parking as possible so everyone has a place to park as well as the trucks.

Second part would be, a storage building. The plan is a barn-style construction, with the outside matching the existing building at 2565 and facility building in the back, the existing 30x40 building.

Mr. Matt went through the Town Engineers comments and hit as many as he could. The difference between this drawing and the one from last month is essentially minor changes due to the [Town's c](#)omments. Cleaned-up the stormwater basin and able to replace the current outlet structure, with the larger outlet structure, with a 2x2 [standpipe](#) style, which will reduce the amount of run-off of the site.

The back line of this property is existing with a bunch of different style fencing, also thick woods along the South-East and is proposing to put in Arborvitae in front of stockade fence (**shown on plans**). Mr. Matt also had photos taken from across the street to show the area where the proposed barn would go behind all the trees. As long as the existing blue house and garage at 2551 and the existing building at 2565 and the barn structure would go behind. Photos also show the existing 30x40 that he's planning to match.

Chairman Wall, as a [board](#)Board, we have concerns with the eastern drive, with it basically accessing towards the on-ramp at 490. He asked the reason they are not proposing to combine the driveway?

Mr. Matt, responded that the owner wished to keep both driveways separate. The residents will use the Eastern and the commercial will use the Western drive Keeping the commercial and residential aspect separate, so residents are not trying to navigate through the commercial traffic. They did receive comment back from Monroe County DRC and State DOC and it came back....No Comment.

Chairman Wall asked how would you control the commercial traffic only going the west driveway? It's conceivable [that, by the way that the way](#) it's [designed, laid out](#) a truck could go [exit out](#) the proposed stone parking lot straight out to the existing asphalt driveway.

Mr. Matt, that is true and the owner will need to maintain his employees and put the restrictions himself to only use the westside.

Chairman Wall asked if there is anyway to eliminate that access, maybe add a fence. He understands that the storage building is there as well and they need access to it, but wondering if there is a way to possibly flip the doors to the other side and have the driveway around there for the trucks to drive that way. It would eliminate the concern of commercial trucks accidentally making a left or right out of that access drive so close to the on-ramp, and with landscaping trucks being larger than a passenger car.

Mr. Matt, No one wants that. There is (1) one door proposed on the Southside of the building, but the (3) three main doors are on the Eastside. The back area is lawn and trees and can't really access between the two builds to put doors on Westside.

Chairman Wall opened questions to Board members.

Mrs. May, looking at the photos, sees beautiful trees and assumes they will be cut down, but wants to know about the greenspace, landscaping plan and fence buffering to the neighbors????

Mr. Matt, there are about (13) thirteen trees and only about (3) three will need to get removed. They will leave most of the existing vegetation as buffer. As far as the backline, all of the fences appear to belong to the neighbors on Riveria Drive and are all different construction. The main area where the stormwater basin is, has a stockade fence and is proposing to add (20) twenty Arborvitae, in addition to the fence, as well as adding along the backline fencing, where there is an existing berm from previous construction. The vegetation behind the building will remain, which will be a thick buffer between both buildings.

Mrs. May is still not clear on any additional landscaping being planned

Mr. Matt, the landscaping is on the 3rd page (the detail page) of the drawings presented

Mr. Argenta, looking at the drawings, what is the extent of the chain-link fence verses the existing wood stockade fencing?

Mr. Matt, the wood stockade fence is the back line of 14 Riveira Drive, just south of the storm water basin and chain-link along the wooded area.

Mr. Gartley, looking at the front view of the pull-barn. It will be seen even though trees are being kept, especially in the fall/winter. Could windows get added to break it up, to make it look close to the house next door? Also, could the colors match the existing. Break things up with windows.

Mr. Matt, will speak with the owner about the windows and the colors will match. Also, he is good with adding additional landscaping.

Mr. Argetna asked if the materials will be different from the existing and proposed? Going from vinyl siding to metal and be against each other?

Mr. Matt, it will be broken up by trim.

Mr. Argenta, it'll look different, combining the (2) two finishes.

Chairman Wall, side table

Mr. Rappazzo, asked if any variance be needed and will front side set-back and the parking requirement for multi-family is 1 ½ per unit, so for (3) three-units it would be (5) five, so that's good

Mr. Matt, doesn't see any variances being needed, it's at (42) forty-two and variance is (50) fifty, so (8) eight feet can get cut

Mr. Rappazzo asked if there is any way to physical separate the commercial traffic from the residential traffic between the addition and the house.

Mr. Matt, not in order to use the barn.

Mr. Rappazzo, because there is no way to control who drives where,

Mr. Matt, only with the owner requiring that form his employees to not use the East access, because there is no way to control, especially with that many trips in and out of the exits.

Mr. Rappazzo, it's totally up to the DOT, but our preference would be to close the eastern side entrance because it can't be controlled and can't be limited to just apartment uses and do not want to see that many trips come in and out of the driveway

Mr. Matt, speaking with the owner if it's something that holds up the approvals, and the boards request to go ahead and block the entrance if need be.

Attorney Schum, it could be a condition of the approval. Effectively not be in use, but not giving up the properties right to that access, should it some future time become owned by someone else or needed for a different use. The Board seems very concerned without control, especially commercial like with deliveries coming in from the west entrance and wanting to leave the east entrance. It's not just about the employees or tenants and those are the types of vehicles that could cause problems. Possibly add something to physically block without giving up the curb cut with the state. They haven't asked you to give it up and the board in not necessarily asking you to give it up, but if in fact the site-plan is approved, that could be a condition

Mr. Ritchie, hasn't had time to deep-dive into revised plans, but going forward possibly have separate plan for landscaping the lighting contours to avoid confusion.

Counselman Cordero, nothing

Chairman Wall, public hearing, if anyone here wants to speak on? None

[Public Hearing: remains open.](#)

[Closed Public Hearing](#)

Executive Session

Chairman Wall motioned to **TABLE** Westside Professional Landscaping Project pending the following additional information:

- Applicant works with Town to resolve driveway issue to Buffalo Rd. (with possible curtesy call to NY State DOT to review driveway)
- Town needs to weigh in on architectural features of the building, with suggestions on how to break-up façade for final plan)
- Zoning issues to be worked out to the satisfaction of the Town
- The Town Engineer complete his review of the plans submitted with the additional comments made

Theresa May seconded. All in Favor...Aye Opposed....None

PRELIMINARY SITE & SUBDIVISION PLAN REVIEW

QUICKLEE'S

OWNER: ATA Power Inc.

ENGINEER: Land Tech

LOCATION: 2055/2061 Chili Ave.

REFERENCES: None

G. B. (General Business Zoning District)

Chairman Mike Wall, asked if the applicant was present to speak on the project?

Richard Lanich, Land Tech, presenting this application for Penn LLC-Quicklee's. John Sciarabba had initially presented this application to the board could not be here.

Mr. Lanich the site engineer, did the site plan aspects for this project. This is a very complex project, multiple properties, purchase offers included from ATA Power, Monroe County DOT and NY State DOT. Pending approval from the board, those purchase will move forward. The different pieces of property will be combined into (1) one lot through sub-division application.

Project included

- (57,000) fifty-seven hundred square-foot Quicklee's convenient store
- (10) ten Fuel ~~Stations~~Stations
- (4) four Vacuum stations
- Drive-thru Window
- Two-bay self-service Car Wash Station

Access to the site will occur from Chili Ave., Beahan Rd. and Brooks Ave. Extension.

An aggress/egress plan will be given to the Town over that road-way as requested.

A traffic study was conducted and results determine there is in NO Negative impact on roadways. NY DOT reviewed study and accepted results, but for a few minor improvements. The biggest being the elimination of a right out of Chili Ave., it's completely gone. Also, add a No U-Turn sign, on Chili Ave.

Monroe [County](#) DOT has generally accepted this study and is in process of completing review.

The developer has agreed to restripe parts of Beahan Drive where left lane turn into the project (not required by DOT, developer thinks it will benefit motorists)

Will show Highway improvement plans to the State and County as part of their Improvement Project.

The site is crisscross by number of utilities, with power line going through the site, water, storm sewer.

With all those improvements the site will be in full compliance with all State and Town Storm water regulations. The water main that crosses the site will be located along the Beahan Rd, up their driveway and tie back to the existing Brooke Ave Extension, reviewed and approved by Monroe County Water Authority. Will use one of the existing water services to supply the store with their water needs and will install new water service to supply the carwash, which requires a larger size service and will abandon other water services that come onto the property. There is an existing sanitary water sewer and have done very little to except raise the manhole. Plan on tying the carwash through an oil separator through the storm water system. The store itself would have a small grease separator in the kitchen plumbing and tie into sewer system and be sure it stays clean and uncontaminated.

Site lighting will be provided by LED fixtures, dark sky compliance and directed downward. Have received a photometric Plan from the supplier and have submitted to the Town for approval. The intent is to minimize any lights.

Received Comments from [Costich](#) Engineering and generally do not have any concerns with their comments.

Point out a few things for Boards review and understanding. **(used Renderings to show)**

- 1. Requesting adding lawn want to keep paved for cars to be able to utilize is necessary
- 2. Lighting /Landscaping watermain will be installed there and overhead wires, don't want landscaping interfering with either utility, so removed landscaping and imposing 6-foot fence to buffer
- 3. Colors Grey color tones, grey water table, stone features on lower part of building, Harding board siding, and grey metal roof

Mrs. May, looking through a Mom's lens and not an architect's lens, first concern is coming from Brook Rd Extension looks congested and looking at the plan feels overwhelmed. If getting gas, being cut-off by the drive-thru customers or people going to the carwash. Second, not seeing a lot of landscaping, green space and would like to see adding trees and plants and prettiness to the town. Understanding it is a gas station is advocating for more green space.

Mr. Lanich, **(used Renderings to show)** are saving existing trees and adding plantings across the front and is happy to work with the town to add more if necessary.

Mrs. May, even to add flower pots, something, the building is esthetically pretty, just adding green space. Also, concerned with the congestion. Possibly add more signage. There's a lot going on..... drive-thru, convenient store, car wash, gas station.....

Mr. Lanich, **(used Renderings to show)** possibly add signs for direction, he thinks it's a good suggestion

Mrs. May, just thinking of some other gas stations and the congestion and people close to nicking each other is her worry. She's not sure if more signs would help all that, but it just seems looking at the plan, that it is very congested.

Mr. Lanich, **(used Renderings to show)** replied that there is a lot of space for traffic maneuvering and much more spacious site, then he's used to seeing. Plenty of traffic flow space.

Mrs. May, also concerned with possible environmental impact from removing the canopy and underground fuel tanks and replacing them

Mr. Lanich, there are regulations to dealing with that and in removing those, they will be looking for signs of issues and react accordingly

Mr. Argenta, asked about for clarification on the gas pumps...only (4) four gas pumps, so only (4) four cars at a time?

Mr. Lanich,(4 or 5) four or five, it is a bit confusing looking at the plans, it says (4) four, but the traffic study mentions (5) five pumps, which would be 8 (8 to 10) eight to ten locations

Mr. Argenta, that would need to be clarified as well as the landscaping plan not showing all the landscaping. Looks like it's showing some existing, some new, it's a bit confusing.

Mr. Lanich will look into it.

Mr. Gartley asked if the tanks are flush or elevated a bit?

Mr. Lanich, they are flushed

Mr. Gartley, also, when gas truck fills tank, how does truck proceed out?

Mr. Lanich, believes they come out onto Chili Ave., but will ask owner for his intent there.

Mr. Gartley, the vacuum stations (**used Renderings to show**) asked if the intent was to put them on the raised curb? If so, it's taking part of the parking space, making it even tighter and also if someone is in a wheelchair, won't be able to use any of them

Mr. Lanich, the intent with being raised island, is so no one runs into them and knock them over

Mr. Gartley, could they possibly be move to the front, to be in front of the parking spot, with a little raised curb at the end

Mr. Lanich, makes sense to him, doesn't see a real advantage to having on an island with curbs in between. Hoses are long enough

Mr. Gartley, as far as the pick-up window, has it been determined what it's for? The concern is, if it's something that becomes popular, a car count may be needed. The traffic flow would be a concern (**used Renderings to show**) it can be very congested, possible add signage

Mrs. May to piggyback would like more clarity on what is going in there, as well as bring color samples, to get a truer picture

Mr. Lanich, not completely sure what is going in there, possible coffee. The colors are pretty bland colors, but will

Mrs. May are the diesel in the pumps or a separate pump for diesel?

Mr. Lanich, the diesel would be separate.

Chairman Wall asked, as far as the Brooks Ave Extension.....connecting to Beahan Rd.....who is actually requesting that? Is it really necessary? Who will be the end users of that connection?

Mr. Lanich replied the current businesses on Brooks Ave Extension

Chairman Wall, north of that there is a future cross access easement, off to the site grass area, could that possibly be the official access that connects the (2) two businesses instead of the Brooks Ave. Extension? It does cause some congestion in the area where it connects to Beahan Rd. We try to pull entrance drives away from intersections as much as we can, but given this layout and being as tight as it is, may benefit from shifting it up towards the west a bit, to alleviate the congestion point

Mr. Lanich, hasn't been involved in this project from the beginning and assumed the Town requested the Brooks Ave Extension

Attorney Schum, in your opening remarks, you mentioned that at some point in time the Brooks Ave Extension as it runs westerly is now being dead ended and the cul-de-sac purchasing is "causing it" and from where it's being dead-ended

running southwest to Beahan Rd is some sort of "private road" and owned by Quicklee's???? Why is it being proposed to be on the owner's land?

Mr. Lanich, yes, it takes off the ~~determinedness, there~~determinedness, there is no easy way for traffic to turn around, this gives them the out, without being trapped in

Attorney Schum, but it's not a public road?

Mr. Lanich, There will be an ingress, egress, but not a public road.

Attorney Schum, and is for the benefit of the other residents on Beahan Rd, he understands the concept, but it's public road to a certain point and then it's owned by Quicklee's, subject to an easement subject to the world for egress and ingress from the end of the public road to Beahan Rd. and be maintained by Quicklee's

Mr. Lanich, Correct

Attorney Schum, as well as liability by Quicklee's, plowing and everything that relates to what would essentially be a public road, but except it's not a public road. The developer is willing to take that????

Mr. Lanich, that his understanding

Attorney Schum, it needs to be reviewed at a minimum, so everyone knows what the proposal is. There was also some discussion of the property to the East that's owned by the school (he believes), the apartments, used to go to the east of Brooks Ave Extension for egress and ingress.

It's an issue that private egress, ingress easement to the town, but the town is not going to be assuming any responsibility for anything that goes on there. It's like granting the public the right to ride through the whole property because they have that now.

The question of the congestion at Beahan Rd, if the private egress, ingress extension was not proposed

Mr. Lanich, the reason it's there is because it created a hard-dead end

Attorney Schum, the people on the Brooks Ave. Extension now are not going to have any less service that before or is the Town still going down to the end of the Brooks Ave. Extension, turn ~~around, plow~~around, plow and exit. It could, the proposed private road creates more traffic. It's something that needs a little more review

Mr. Lanich, asked if the Town would consider accepting dedication of that portion of the road?

Chairman Wall, ~~probably not~~it is unlikely.

Mr. Rappazzo, you couldn't afford to give the town (60) sixty-feet of right of way, plus the setbacks

Attorney Schum, it would create more setback issues then you would want to deal with

Mr. Lanich, again assumed these issues were already addressed earlier, prior to him getting on board

Mr. Rappazzo, can have a conversation with the school district about what kind of determination there might be more acceptable

Attorney Schum, at one point there was a conversation about the school bus flow, but doesn't know the result of that conversation

Mr. Rappazzo, our primary concern is the amount of cut-through traffic

Chairman Wall, there are issues to work out with that. Looking at the site, it's a (2) two car wash bay, but looks possibly big enough for (3) three bays.

Mr. Lanich, it's because of the equipment

Chairman Wall asked if they indeed the concrete pad on each side?

Mr. Lanich, maybe not on each side

Chairman Wall, where the edge of pavement is, where vacuums and dumpsters are, it's kind of skewed to the North, rather than parallel to the face of the proposed carwash. If moved more towards parallel, could eliminate some pavement out there. We don't want to design the site for you, you know what you need. Could that be looked at as pulling the pavement in more parallel to the car wash, that way, you still have drive-thru lane, bypass lane, access to the pumps, but not having all this pavement towards the North

Mr. Lanich, is guessing it's there for the truck movements, like deliveries, but will look into it

Chairman Wall, the board will need truck turning templates, to prove you need the pavement out there. Also, where the canopy is there is a small triangle of uncontrolled traffic, could striping go in to control traffic, that is a major concern? The Northwest corner of building, where you would make the turn from the menu board is going towards the window (**used Renderings to show**) is a very tight corner with that radius, and know the building corner is right there and not much you can do, unless the building shifts a bit, but will be a very tight corner and could cause more traffic issues, and would like it to be looked at as well.

Side Table

Mr. Rappazzo, would like to see speed table on the private portion of the road, not the public portion

Mr. Ritchie, remind that a Conditional Use Permit is needed and if not applied for, please do

Mr. Gartley, at the car wash bay, is the concrete actually required?

Mr. Lanich, yes the owner wants it there

Mr. Gartley, thinking about the snow plows hitting that concrete, especially at the tight corner spoke of earlier, and the Island, in the middle will that be landscaped (**used Renderings to show**). Going back to the snow removal, is it possible to remove the speed bump for snow plow. They will already be slowed down due to the corner

Mr. Lanich, yes thinks that's fine

Councilman Cordero, question already answered.

Chairman Wall, public hearing, if anyone here wants to speak on?

Jeffery Levi, G & I IX Empire Westgate Plaza LLC, owns the neighboring parcel and is concerned their parcel is completely cut-off from their parcel.

They presented them an access agreement and diagram on how it could be done and haven't heard any response, but have some concerns. There has been some talk about the purchase of this property by them, which we would support, but all these changes to the road and access. With one entrance in and one out, could be land-locked and will suffer from the design and lay-out.

[Public Hearing: remains open](#), ~~Closed Public Hearing~~
Executive Session

Chairman Wall motioned to **TABLE** Penn LLC-Quicklee's Project pending the following additional information:

- Clarifying the number of pumps
- Identifying landscaping plan better

- Applicant present truck turn templates to prove the geometry of the pavements
- The easements with Brooks Ave Extension, if access drive is really necessary, who will use it
- The vacuum pumps, possible relocate on the curb
- Any final Town Engineer and Department of Public Works Comments
- Comments made about cross access to adjacent parcel
- Will need a Conditional Use Permit from Town Board (but understands applicant waiting for Site approval prior to apply for CUP)

Theresa May seconded. All in Favor...Aye Opposed....None

PRELIMINARY SITE & SUBDIVISION PLAN REVIEW
BYRNE DAIRY & DELI
OWNER: Kaywood Dev.LLC.
ENGINEER: Plumley Engineering
LOCATION: N/W Corner of Spencerport & Long Pond Rds
REFERENCES: None
G. B. (General Business Zoning District)

Chairman Mike Wall, asked if the applicant was present to speak on the project?

Christian Brunelle, Senior Executive Vice-President, Byrne Dairy, thanked everyone and is here for a Preliminary Site Plan Review for proposes new ~~Byrne~~Byrne Dairy store. Will also need to get a Conditional Use Permit with the Town Board, It's located on the corner of Long Pond Rd and Spencerport Rd. The former Valicia's, along with the boutique to the north which is owned by very similar ownership, the Munno Family. Tony Munno is here, the project is very import to him as well. It's (3) three parcels. It will require a resub-division, block consolidation as well.

(used Renderings to show)

Essentially, you can see the parking lot parcel, is a separate tax parcel, then Valicia's Restaurant which is about 87, 000 square foot parcel which is currently vacant, sits in the middle and a "specialty" boutique. Total is 1.4 acres combined, with approximately over a 150-foot frontage on Spencerport Rd., 360-feet on Long Pond Rd. Site is very long and narrow. There are apartments (**used Renderings to show**). Site was difficult in the layout process. This location is identical to the Manitou Rd location and was her in 2015 with that project. Handed out building elevations, the color is exactly the same, Evergreen metal roof, aged Ivory hiding panel siding, white trim and bronze store front. Ergs everyone to go to the Manitou site to see exactly what it'll look like.

Porch located on the East side, and south side, two porches. Proposing (6) six fuel dispensers, which would be for (12) twelve cars. These pumps have (3 +1) three plus one with a diesel on them, built in, not a separate diesel station per say. (**used Renderings to show**). There will be (41) forty-one parking spaces, town requirement is (28) twenty-eight, well exceed the 41-parking spaces. Parking is taken very serious because of the two types of business, the fuel and the dairy store itself, with the soft serve ice cream, so make sure there is ample parking to serve all the customers.

Dumpster enclosure, is buried as far back as possible. Seen a comment from Engineer about turn radius to be sure there is enough room to get into. (**used Renderings to show**) he blocked out (2) two parking spaces, originally it was tight and looked at the turning radius and is confident a front-end load dumpster will get in there. The dumpster enclosure is enclosed with aged Ivory vinyl slats to match the building (**used Renderings to show**).

Fence, currently there is a fence, that's not in good shape, and doesn't know who it belongs too, but is proposing to put in wooden privacy custom cedar fencing (**used Renderings to show**). It will be along the whole property line, from the west property line to the north property line. It is set back (45) forty-five feet. Mr. Brunelle did that for site visibility. Six-foot high, Cedar, custom build fence.

Curb cuts, currently there are (4) four curb cuts on Long Pond Rd. Three of them go to Valicia's Restaurant (**used Renderings to show**) and (1) one goes to the boutique. They are proposing (2) two. Monroe County DOT would like to see subtly removed (**used Renderings to show**) removed and also suggested doing a traffic impact study, which has been done by GTS consulting and Mr. Brunelle sent to NY State DOT back on April 28, 2021 as well as forwarding to Mr. Rappazzo. Response was No Problems with this. There is an existing curb cut there, but does not meet any NY State DOT standards, and wants to redo to meet the standards. Basically, reduce from (4) four drives to (2) two drives. (**used Renderings to show**), tried separating the fuel customer from the store customer. Want to keep people safe, a lot of families come through, which is why trying to keep as separate as possible.

Lighting, everything is 100% dark sky friendly compliance. (**used Renderings to show**) typical yard lights as (17-foot) seventeen-foot tall and these are (12-foot) twelve-foot tall. Reason being, zero-foot candles on all property lines, kind of a new thing. Can't be any still on any road, county or state, so minimal yard lights. They are zeros, no point-one, or anything it's a 100% zero. Fifteen-foot canopy, standard, recessed canopy lights, everything derationed downward. Also, passed out thermal imaging to make sure these is not spill. Will be submitted to Monroe County and NY State DOT.

Landscaping, this location is much more commercialized than the Manitou Rd location, it just is, much busier intersection. DOT will want this existing curbing to be removed and replace and tie-in. There is (34%) thirty-four percent green space. Show (**used Renderings to show**) (4) four Red Maple Trees (but can-do other species of trees if preferred), can add some more "dressing" with bushes and berms and other plantings.

Will have detailed landscaping plan and demo-plan, this is preliminary, just wanted to be sure with layout and the functioning and any possible questions from the board.

Signs, very similar to the other location, free standing sign, number one, will be at corner (**used Renderings to show**) with a (15-foot) fifteen-foot set back requirement, which it meets, 30-sqaure feet, (14-foot) fourteen-foot high, just like the other location, it fits architecturally the store, with the green peak roof, colors, aged ivory and evergreen to match. (**used Renderings to show**). There are (2) two building signs like the other store, on east and west side, brown natural color.

ATM kiosk, there was a question about it. Strives to get ATM kiosk approved, but has no tenant yet. They were a hot item 10-years ago, but now not much needed with Venmo and other phone apps. This could be removed if board prefers, but if approaches would want a local bank. It's a third-party lease.

Buffer along the property line was mentioned. (**used Renderings to show**) at the apartments, but feels the privacy fence is adequate, could add some Arborvitae, but doesn't feel it necessary.

Mrs. May, as an active citizen in that neighborhood and in speaking with neighbors are very excited Byrne Dairy is coming in, and what is important to everyone is we would all like to see sidewalks. People could be walking from the apartments, the park or neighboring street. Believes, "If you build, they will come", so for safety it's a top concern.

Mr. Brunelle, has no problem adding sidewalks along Long Pond, wasn't sure if the board would want sidewalks added because Long Pond is a busy road, but will add, no problem.

Mrs. May, Walgreens across the street has sidewalks, so it would match esthetically and balance off that corner. Looking into the future and making Gates beautiful. The other locations are clean and neat, and this would add to the neighborhood.

Mr. Brunelle, (**used Renderings to show**) adding the sidewalks and was going to originally add, but because there were no existing sidewalks wasn't sure board would want.

Mr. Argenta, looking at the ATM kiosk, it could be a problem with the flow of traffic.

Mr. Brunelle, no problem...Kiosk is Gone

Mr. Gartley, is the reason for Cedar fence to keep the rustic-look of the building?

Mr. Brunelle, likes the look of the Cedar fence, especially maintenance wise and just looks neat

Mr. Gartley, commended Mr. Brunelle on his presentation. Very impressive and enjoyed it.

Mrs. May, impressed with the lighting plan, and hear about a traffic study being done, but is concerned with possible accidents coming in and out with the right of way and doesn't know if a turning lane is necessary and doesn't know the solution and it could just be a DOT thing.

Mr. Brunelle, given more options from Long Pond Rd should help with that, and would rather them on Long Pond

Chairman Wall asked Mr. Rappazzo if the Fire Marshal has looked over the plan?

Mr. Rappazzo responded not yet

Chairman Wall, asked about the amount of space and if building could be moved back a bit

Mr. Brunelle, likes to keep at (30-feet) thirty-feet to give space for possible big trucks or boat for example.

Mrs. May asked if the next meeting will there be a landscaping plan

Mr. Brunelle, yes, he will beautify it adding the sidewalk and trees and anything else wanted. Asking about some added buffering (**used Renderings to show**) if needed

Chairman Wall asked what is proposed for under the fence for mowing

Mr. Brunelle, there is (2) two-foot gravel line for weeds

Chairman Wall, Side Table

Mr. Rappazzo None Mr. Ritchie None Councilman Cordero None

Open to Public None

~~Closed Public Hearing~~Public Hearing: remains open.

Executive Session

Chairman Wall motioned to **TABLE** Keyword Dev. LLC Byrne Dairy Project pending the following additional information:

- Items #2 and #5 from Town Engineer's Letter
- Fire Marshal, should look at plan, before making decision on this

Mr. Argenta seconded. All in Favor...Aye Opposed....None

Chairman Mike Wall made a motion to adjourn the meeting, All in Favor

The meeting was ADJOURNED at 9:20PM

Respectfully submitted,

Lily Alberto
Recording Secretary