

**Town of Hamburg
Planning Board Minutes
2-14-90**

The Town of Hamburg Planning Board met in regular session on Wednesday, February 14th 1990 at 7:30 p.m. in Hamburg Town Hall Public Meeting room. Those attending included: Chairman Richard Crandall, Vice-Chairman Elgin Cary, Secretary Gerard Koenig, Sandy Carnevale, Steve Strnad, Dennis Gaughan, D.Phillips. Others attending included: Dan Gorman, Attorney, George McKnight, Sheryl Bower, Councilman Mark Cavalcoli, and Terry Dubey, Stenographer.

Minutes of the meeting of 1-24-90 were approved on motion by Mr. Cary, seconded by Mr. Gaughan. Carried.

Executive Session:

Chairman Crandall informed the board that there has been a revision on one of the lots in the Brierwood Subdivision. This is in between sub lots 29 and 30; on an area which encompasses 16 lots. Brierwood originally had a house going up on every lot for the summer home show on East Country Lane. On one of the lots, the builder backed out, leaving 1 lot in between 2 other proposed units. The Niagara Frontier Builders Assoc. does not want a repeat of empty lots in between like the last home show. They have requested a shift in the lots. The Planning Board permitted 5 lots with wider homes. Mr. Crandall stated that he reviewed the site plan and the footprint and due to the configuration of the lot, whereby the side of the house is not parallel with the side lot line; & that the side lot lines are on line with the radius from a point to the road. The dimension that they were trying to achieve is only critical at the front corner of the house. The further back one goes, the wider the space. The footprint of the house is further back than adjacent homes. This is such a minor change and I permitted it to be changed.

Motion was made by Mr. Koenig, seconded by Mr. Phillips to support the change in the subdivision. Carried.

Mr. Crandall also reported on the status of the Hamburg Future Development Report. He has a half a day of work in the Planning Department to coordinate information that has been gathered. Steve Strnad agreed to help with the report.

On Draudt Subdivision #9, a motion was needed to approve the preliminary. Motion was made by Mr. Koenig, seconded by Mr. Carnevale to approve the preliminary as required. Carried.

Rezoning Petition of Roger Duffett for office & warehouse at 3707 Old Lakeview Rd. From R-A to C-2.

A question was raised as to whether this rezoning petition was

Rezoning Petition (Continued)

referred to the Planning Board from Monday Night's Board meeting. Matter to be checked by Mr. McKnight before any further information is to be taken.

Other Matters:

Windshire Estates - Abel Road -

A letter was received from Tim Ellis of the Traffic Safety Board whereby some alternatives have been suggested during the subdivision review process for the Abel Rd. Rt. 20 intersection. His comments are: The size of the project will have substantial impact on the traffic flow in the surrounding area. The intersection of Abel Rd. and Southwestern has been of some concern previously. If property between Abel Rd. at Southwestern can be acquired, Abel Rd. can be squared off which will create a safer, more efficient intersection. Other alternatives include making present Abel Rd. one way to allow existing motorists two way beyond the first driveway. A third option could reverse the one way direction on example 2. The board feels that these options would help make a potentially hazardous situation safer. Please feel free to contact me for further information. The recommendations should be forwarded to the developer.

Letter from Richard Smith, Highway on Green Space

From time to time, a developer will offer a portion of his project to the Town of Hamburg as Green Space. In reality, it is not useable for development and is classified as waste. The attempt is then made to offer this property to the Town as forever wild and it appears to be a great idea to the various departments--Free Green Space, instead of money in lieu of a recreational area or the donation of land for recreational development. This is fine until the people move in and want the mess that the Town owns cleaned up and manicured. Our department does not have the equipment or the manpower to take care of this type of work even if it was placed under our jurisdiction. Therefore, if the Planning personnel want more Green Space, it should consider large parcels away from a centrally populated area and then could preserve it forever wild. Piecemeal acquisition is just what it says; a small piece when we should enjoy the whole meal. Food for thought.

Memo received from Engineering Dept. on Clearing, Stripping and Erosion Control

Attached for your review and comment is a proposed local law prepared by this office; that we will be asking the Town Board to consider. We feel the Town should make a commitment to control soil erosion on all construction sites. Soil losses on construction sites range between 50 and 150 tons per acre. In one year, as much as 400 wheelbarrows of silt can wash off one acre of

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unprotected land. The displaced soil finds its way to streets, storm sewers and throughout the watershed. Low laying flood prone areas silt in more and more making flooding worse. The cost of dredging out silt-clogged pipes and channels is enormous. Soil erosion control measures are usually not expensive or overly complicated and are easily designed and constructed. It has been our experience that once we explain our concerns, a developer will come up with an excellent plan on his own. We realize that total control is not feasible but with a written plan we can achieve a reasonable degree of control during construction.

This law will not affect a single lot construction or minor site plans. It would have stopped the developer from stripping 30 acres off Southwestern at South Park to sell top soil. The mess at the church on McKinley and Bayview would certainly not have happened. Proper soil erosion control measures are economical and our concerns are genuine. We do not want silt entering our sewers and creeks. We do not want dust blowing off a site impairing visibility and causing breathing difficulties. We do not want muddy streets. We do not want any action that may have a significant effect on the environment. **Jack Gilbert** (See Attached Sheets).

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Chairman Crandall appointed two members from the Planning Board to make recommendations for this local law. Mr. Koenig and Mr. Phillips were assigned for recommendation and approval.

N.F.T.A. meeting Park and Ride on Rt. 5

Mr. Koenig reported on the meeting that was held with the Niagara Frontier regarding the Southtowns Corridor and the park and ride on Rt. 5. Information will be mailed to each Planning Board member. Next meeting has been set for April 4th at 3:00 p.m.

Princeton Square - Affordable Housing Program - Carnegie Area.

Mr. Christopher Hull appeared before the Planning Board with a conceptual drawing for the Princeton Square Affordable Housing Program which is slated for Carnegie. An appearance was made at the Zoning Board meeting of February 6th with respect to variances that were required for 2 sub lots. This will now proceed to the subdivision review process.

Motion was made by Mr. Phillips, seconded by Mr. Gaughan to set the Public Hearing for February 28th 1990 at 8:00 p.m. Carried.

Elmhurst Rd. Subdivision

Secretary Gerard Koenig read the following Legal Notice of Public Hearing on a 5 lot subdivision to be located on Elmhurst.

**TOWN OF HAMBURG
LEGAL NOTICE
PLANNING BOARD**
Notice is hereby given that the Planning Board for the Town of Hamburg will hold a Public Hearing at Town Hall, S-6100 South Park Avenue, Hamburg, N.Y. on February 14, 1990 at 8:00 p.m. for the purpose of approving a subdivision known as Elmhurst Road Subdivision:
ALL THAT TRACT OR PARCEL OF LAND situated in the Town of Hamburg, County of Erie, State of New York, being part of Lot 45, Township 9, Range 8 of the Holland Land Company's Survey, being further described as follows:
BEGINNING AT A POINT on the west line of Elmhurst Road, said point being 494.56 feet north of Shoreham Drive;

THENCE continuing northerly along the west line of Elmhurst Road, 309.00 feet;
THENCE westerly at right angles with Elmhurst Road, 100.52 feet;
THENCE southerly 309.00 feet to a point 100.65 feet westerly of the west line of Elmhurst Road as measured at right angles with said road;
THENCE easterly 100.65 feet to the point of beginning, containing 0.71 acres more or less.
EXCEPTING the southerly 61.00 feet of the above described lands.
Hearing is open to the public.
Dated: Jan. 18, 1990
Richard Crandall, Chairman
Gerard Koenig, Secretary
1-25

Elmhurst Subdivision (Continued)

Chairman Crandall declared the hearing open. Mr. Patrick Eddy was present on behalf of his subdivision. Variances were granted on the lots and Mr. Eddy, on advice from the Engineering Department, resubdivided the property as requested. Mr. Eddy had already proceeded on this subdivision as storm sewers were installed and a bond issued.

Mr. John Grabenstedder of Shoreham Drive inquired as to the green space. It was pointed out that in this situation, there is not much land available and that the money in lieu of land would be acceptable.

No communications were received from the Building Inspection Dept. or Engineering.

Motion was made by Mr. Phillips, seconded by Mr. Strnad to **Table** this matter pending word from the two departments. Carried.

Eaglecrest Subdivision - From Duplexes to 2 unit Townhouses

Messrs. Filipiak and Weber appeared before the Planning Board for approval on Eaglecrest Subdivision, which they would like to change from duplexes to two unit townhouses for individual sale. A hearing was held and Mr. McKnight spoke to the Town Attorney, John Michalek to determine whether another hearing was required. They have the construction plans approved, and the infrastructure in place. Mr. Michalek noted that another public hearing is not necessary. The change has been made as the developer feels this project would be more affordable and a neater subdivision. Basically, the price range would be \$150,000 for a unit. One side will be sold from \$75,000 to \$85,000 depending on the floor plan, size of garage and square footage. The average square footage will range from 1100 s.f. to 1700 s.f. The proposal meets code requirements for R-2 zoning.

The town will not sign off on a subdivision unless all the infrastructure is in place and acceptable to the Town. A great deal of it has been built, such as sewers, etc. One unit is now going up as a duplex. A performance bond must also be in place. It was noted that the map must be refiled as a new subdivision.

Comments are as follows:

Engineering--The dash line on this plan, representing the centerline of the units, was requested by this office after lengthy conversations with County Personnel, surveyors, our assessors, and Attorneys familiar with the problems these developments make. Utility construction is almost completed for the site and Board acceptance should take place shortly. The site has been performed bonded and 1 single owner duplex is under construction

on proposed Sublot 59. A storm water detention pond was necessary and it is located on the exception at Big Tree.

Building Inspection: According to the zoning map, area is zoned R-2. Under 29-39A-2A, where a double is to be located, it is required to have 10,620 s.f. Therefore, sublots 23-24, 25-26, 27-28, 29-30, 31-32-, 37-38, 39-40, and 41-42 are all in violation as they have less than what is required by our code. Under 29-39B1, 85 feet is required for a double. Sublots 1-2, 35-36, and 39-40 conform to the code while the others are in violation as they have less than what is required. Under 29-41B2, each side yard shall equal 10 feet. With proper sizing of house and placement this could be accomplished. Under required rear yard, covered under 29-41C, the code required 30 feet. If the building is not bigger than 30 feet by 52 feet, then it would conform to our code, for sublot 37-38. All other sublots are okay.

Mr. Strnad does not understand the memo from the Building Dept. Mr. McKnight responded that the Building Inspector is relating to the zoning ordinance and 80' frontage. The subdivision was approved once before. That is why a discussion was held with the Town Attorney. We are looking at 2 unit town houses.

Motion was made by Mr. Gaughan to approve the revision of the subdivision contingent upon a seal on the plat and that Eaglecrest is a two unit townhouse development, seconded by Mr. Phillips. Carried. Mr. McKnight is to write a memo to the Building Inspector.

Innovative Homes - Bayview and Big Tree.

A proposal has been presented to the Planning Board on a three 2 unit townhouse development for the corner of Bayview and Big Tree Rd. This is an R-2 zone, the use is permitted and lots are in conformance.

Board members noted that this is a bad location for this type of development as the intersection is very poor. Feeling is that there is a concern living near a property that has a road on 3 sides. Comments were received as follows:

Engineering--1. The site is within existing sewer and water districts. It is not in the wetlands or a flood plain. 2. Add the proposed subdivision name or identifying title. 3. Add the name of the owner of the tract or his authorized agent, if any, and of the subdivider. 4. Add the zoning requirements: district and lot size. 5. A key or vicinity map for the purpose of locating the site to be subdivided shall be shown. 6. Show the names of all owners of all immediately adjacent unplatted land. 7. A topographic map shall be provided. 8. Sublot numbers are to be added. 9. The sublot at the corner of Bayview should not have access to Bayview Road. 10. The revision block on the plan is to

Engineering Continued. be used to indicate any revisions made.

Building Inspection: Duplex on Bayview violates the rear yard requirement.

Traffic Safety--There are concerns about the accuracy of the plan submitted. In addition, there are concerns about the proximity of the driveways to the intersection. Can the driveways be redesigned for location in one spot?

Mr. Phillips commented that the units should be clustered. However, if that is to be the case, this is no longer R-2 zoning but R-3 and the site is not cleared for that zoning. The Town Board denied the rezoning petition a few months earlier.

Mr. Timothy Bowen of Sheva Lane stated that a Taxpayers Group has been formed for that area and would like the drawing to be reviewed at the February 15th meeting. Copy of site plan to be made available to the Ravenwood North Committee. No action was taken.

Woods at Versailles - Cluster Concept

Messrs. Krumm and Mr. Warman, Developer, appeared before the Planning Board with a cluster layout which was requested by the Planning Board from the last meeting. Mr. Krumm explained that the layout is attractive, however, the cost of development is prohibitive. This is a layout with a loop road and a series of 7 courts which creates additional pockets of land. The lots have been reduced in size from 70' to 60'. The street length has increased to create green area of 20% in the site. Mr. Warmum took this plan to the builders. One of the problems that have erupted within the last 4 months is the fact that Erie County has required a change in sanitary sewers and manholes to a 6-8 foot depth at a cost of \$3500 each. This will result in a \$2500 increase for manholes. Therefore, a developer cannot realize a reasonable return for his investment. This is not a feasible plan. The layout is acceptable, however, Mr. Warman feels he cannot market the parcel in that manner.

Mr. Warmum stated that research has been done on a cluster and traditional plans. The cul-de-sac layout looks desirable, but impractical. The housing market today indicates a need for larger lots, which makes the plan unacceptable. One is being done in Lancaster and the lot sale is for \$20,000 each. Because of the changes from Erie County Sewer, costs have risen drastically. The lots total \$174,000 this is a \$14,525 increase in land costs, bonds, permits, street lighting, etc. The lots we have planned for Hamburg would be from \$25,900 to \$27,900. The original plan would reduce the costs by 25%. I have contacted the builders, and 2 of the builders submitted letters that they are not interested in cluster type housing. Not one of the builders will buy the

Woods at Versailles Continued

concept. We also contacted the Highway Supt. Richard Smith, to determine how he would maintain the green space. He responded that he cannot handle what he has now, let alone another area. This type of development is successful in an area where land is scarce or extremely costly.

Mr. Phillips noted that at the Hamburg Future Development Meetings, residents wanted more green space. At no time, did anyone concern themselves with sizes of lots. However, residents are interested in preserving green space. I am concerned with green space especially with that area in Lakeview. I am not in favor in having a lot of driveways on Versailles Road as the condition of that road is deplorable.

Mr. Warmam stated that he is involved with land in Amherst, Orchard Park, and Hamburg. I get calls everyday and the first question young families ask, what is the size of the lot. What am I getting for my return? I am not saying that this plan will not work, however, I don't think it is suitable for Hamburg. I am looking for the young family that needs a home and can afford what we build. I cannot charge a builder \$20,000 for a lot as he cannot build a very expensive home.

Mr. Strnad noted that this is contrary to what the Planning Board has been hearing. In Deerfield and Brierwood, the developers stated that people want a larger home on a smaller lot as they are not interested in a great deal of maintenance.

It was noted that the Conservation Board has some concerns about the trees in the area. They want as many as possible saved, preferably a portion of the woods at the southeast corner. At the last meeting the developer noted that the green space was a bit less than 10%. The topography and ground cover shows woods over most of the site, which is high. There is a great deal of scrub out there now and a wet area in one portion.

Mrs. Claudia Yates, resident on Versailles, noted that she has concerns as to the condition of the road, and the duplexes that would face on to Versailles. The road is very narrow right now. Mr. Warmum noted that the doubles that are scheduled are very attractive, with one driveway coming out into the street. Mrs. Yates pointed out that there has been increased traffic in the area within the last 2 years. Eight lots would be fronting on Versailles.

Mr. James Eberhardt, resident across the street stated concerns with drainage in the area. Also, the green space should be in one location as it is much more manageable in a given area as opposed to spreading it in different sections. Also, there is a deterioration with the road. The upper level is quite dangerous.

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Woods at Versailles (Continued)

Also, the speed limit is posted at 35 m.p.h. It is nothing to see drivers doing 55 m.p.h. A suggestion was made for the neighbors to contact their County Legislator, Joe Desmond, to determine whether this situation could be corrected.

Motion was made by Mr. Carnevale, seconded by Mr. Koenig to give conceptual approval to proceed to preliminary with the provision that more green space be dedicated to the Town. Carried.

Opposed: Steve Strnad, Dennis Gaughan, Dave Phillips.

Lake Shore Fire Company--John Shaflucas

Mr. John Shaflucas, Architect, appeared before the Planning Board on a proposed addition to the existing Lake Shore Fire Hall on the Lake Shore Road. The new addition will not exceed the building line that presently exists on Rogers Road. This is a 1 story plan. Comments are as follows:

Engineering - 1. Show the roof downspouts connected to the storm sewer or creek. 2. If a new sewer or water service is proposed, it is to be shown on the plan. 3. The revision block on the plan is to be used to indicate any revisions made.

Traffic Safety - No problem foreseen.

Building Inspection--Property is zoned R-2. This is a continuation of an existing, non-conforming building based on the present code. The new addition will infringe upon the required side yards. The required setback for Rogers Road is 30'. The proposal is 12'. A variance will be required. The new addition will not change the upstairs meeting room, which is a place of public assembly. Handicap accessibility should be provided. The stairway will be changed as well as doors. More offices will be put in. The kitchen location will be changed and they will be adding restrooms which should take into account handicap accessibility.

Planning - A layout of the new/existing parking should be shown. Because of the possibility of a non-conforming use, we need to know what the new addition shall be used for. The proposed new addition does not meet the 30' side yard requirement in R-2, therefore the plan should be forwarded to the Zoning Board of Appeals.

Motion was made by Mr. Phillips, seconded by Mr. Cary, to reject the site plan as presented, and forward to the Zoning Board of Appeals with a favorable recommendation. Carried.

Sorrento Express - Woodlawn

Before the session began, Mr. G. Koenig excused himself from discussion or decision as he is an employee of Sorrento.

Sorrento Express Continued

Messrs. Peter Krog, Architect, and Joseph Russo appeared before the Planning Board on the proposed Sorrento Express which is to be located at Lake and Milestrip in Woodlawn. The facility is for the maintenance and storage of their transportation division presently located off Walden Avenue in Cheektowaga. Access will be off Rt. 179 into the existing trucking facility accessing our property thru the Niagara Mohawk Right of way. There will be no exit onto Milestrip or Lake. The neighboring property is Southside Trailer. The adjacent parcel is in the Village Blasdell and an existing paper street, never developed. Comments were received as follows:

Engineering - 1. The parcel is not in a sewer district. A fringe customer agreement with the Woodlawn Sewer District is to be made. The proposed building would then tie into the district line on Milestrip Road. 2. A Two (2) inch water service and meter are shown crossing Lake Avenue. The proposed service line is than four (4) inches. The same size crossing and meter as the proposed line is to be used. There is no provision for fire protection at the site. Woodlawn Fire Company serves the area and is to be consulted. 3. Parking bumpers or curbin are to be added around the perimeter of the site. 4. The plan should be reviewed by the Village of Blasdell as only access to the site is via the Village. The existing lot providing access to the site is not maintained well, if at all. Will there be any improvements to the existing lot? If not, it should be required. This week it was very muddy. In the summer it will be dusty. 5. Storm drainage--written permission from the owner of the parcel to the south to re-grade the swale must be obtained. What is hancoring pipe? At least two (2) catch basins are to be added on the line between storm pond 1 and Lake Avenue. When the pipe replaces the existing ditch, inlets must be installed for surface flows. Add the following: Note: Contractor shall be responsible to take whatever measures are necessary to drain adjacent property. 6. Drainage Calculations: We question the co-efficient used. The lawn area is not correct. Rain falling directly into the pond contributes 100% to the design runoff. The out flow pipes from the ponds have not been sized correctly. Consider the effects of headwater depth when sizing the outflow. A provision for over flow conditions is to be included in the design. We suggest the Engineer contact our office. Permission from the Erie County Highway Dept. must be obtained to connect into the Lake Avenue System. We checked the D.I. and found it was not working very well. We question if it can or should be used.

Building Inspection--The owner should make a decision through the cooperation of the Post Office Dept. concerning the address he would like to have since the property entrance is in the Village of Blasdell. They should check with the Village of Blasdell's Planning Board, and Dick Smith from Highway, and Traffic Safety

Sorrento (Continued)

concerning the road that goes to Rt. 179, the parking area that exists into the Village of Blasdell, and their entrance onto Milestrip Road. There are no plans of the proposed building, including the office, garage, and number of bays. There is also no indication as to the type of construction. Therefore, it is impossible for me to determine the amount of parking spaces required. There appears to be an adequate number on the plans for cars and trucks. The handicap parking spaces should be close to the main entrance of the building. There is no size for the parking spaces for the cars. They are approximately 9' x 18'. The trailer spaces are 10' x 50'. Lighting appears to be okay but should not shine on adjacent property. Lighting in the building is adequate. The area is close to a Zone A flood plain. According to the map, it is on Panel 360244-0005B. Location should be indicated. There will be excess top soil available on the site. Consideration should be made for a berm especially on the south and west side that faces the school and Milestrip Rd. Trees should be planted on top of the berm, and should be placed 10' apart. Part of the fence would then have to be inside the berm. Need detail of the fence, guard house, and gas docks. Jack Lauchert

Planning - 1. If access to the site is to be gained through the adjoining truck facility, we would like to see written approval from the owner of that property. 2. Approval also has to be obtained from Niagara Mohawk to go under the power lines at the entrance-exit. We would like to see berming along the western edge of the property adjacent to the school.

Memo from Charles Little, School Supt. Frontier Central

At the January 8th meeting of the Frontier Central School Board, concern was expressed about the recent proposal to add truck stop facilities between Lake Avenue and Milestrip in the Woodlawn area. As I am certain you realize, this area lies very close to the Woodlawn School. It was in that context that our school district would like the following item addressed before development approval is granted.

Diesel trucks, while an important part of our economic system, do present unique environmental concerns. These vehicles are large and will undoubtedly be numerous. When one considers the noise and pollution they would contribute to a school environment, I am certain you realize the reason for concern. It is the hope of the Board of Education that you will take into consideration the school children who study in that area and the professionals who teach them. Any type of visual or noise barrier that would consider these factors would be most appreciated by all of us.

Mr. Little spoke in person about the environmental concerns with the Woodlawn School. Initially, it was thought that this

Sorrento (Continued)

school would be closed. However, it does not appear that this will take place. If that would be the case, that would be 3 years down the road and the building is planned for community and recreational pursuits in Woodlawn, or continuing adult education.

Letter Received from Carol Fitzsimmons of 8-3331 Hawley Rd.

As a constituent and voter of the Town of Hamburg, it has been brought to my attention that Sorrento is about to locate a trucking plant between Lake and Milestrip. I am concerned about the effect of this plant on the environment of my community. I realize that when it comes to industry and the people that we are usually the last ones considered. I like the community the way it is. I know jobs are needed and tax revenues are a must to keep the locality running but not at the expense of the residents. I would like this matter looked at carefully before any definite decision is made for building. 1. If our neighborhood is going to be destroyed by fumes from trucks, if road are to be ruined by trucks, I don't want the project approved. Has the safety of the children been considered? Will Lake Avenue handle the traffic? Is Milestrip Rd where the school is located, going to be used? With McKinley Mall, Milestrip is already congested. Will there be other odors beside the fumes from the trucks? I am opposed to construction.

Mr. Russo explained that he wishes to be a good neighbor in the Town as he is a resident of the Town. Presently, they are in the process of working out an agreement with Niagara Mohawk with respect to using that portion of the property. There are 3 different operations connected with Sorrento, however, this is just the transportation unit that is coming to this location. There will be no truck traffic on Milestrip whatsoever. This is on the old portion of Milestrip. The bridge is a secondary avenue that we are pursuing but we will not open up thru traffic to Milestrip. We would like to dead-end Milestrip on our property just passed the school. Milestrip to Rt. 5 will not be used. They plan on acquiring one residential unit near their parcel.

The Conservation Board has not had a chance to review the site. Their input is also important. Mr. Krog noted that he was under the impression that they were getting final approval not conceptual approval. It was pointed out that changes need to be addressed before any type of approval can be given.

Mr. Krog explained that they are running on a tight schedule and must be out of the Walden Avenue facility. We are anticipating to be under construction within 1 month.

The Environmental Assessment still has to be reviewed by the Conservation Board. Mr. Phillips expressed concern with respect to the school and the playground. In the summer, the ball diamonds are used. There should be fencing around the facility and a type of berming should be in place for screening the school from the transportation center. The detention pond is strictly to hold

Sorrento (Continued)

water in case of a 10 year storm. Under normal conditions, there will be no water standing. Plantings and berming is also under consideration as a form of buffering.

Councilman Mark Cavalcoli stated that the issue was discussed at the Town Board meeting with the Highway Supt. Richard Smith. The Town Board would like it known that our board would like the operation situated so as to give the greatest protection to the Woodlawn Community. Changes that have been suggested as to traffic flow on Rt. 179 and the dead-end section on Milestrip will afford protection for the Woodlawn community. The Board is interested in giving that protection to the residents.

Mr. Wayne Reuther of 3681 Milestrip Road noted concerns with respect to the school. A couple of weeks ago, I spoke with a school teacher who was trying to conduct his class while they were bulldozing the field. He wonders how he will be able to teach with trucks coming and going. The noise will be disruptive to a class. We have environmental concerns as well as petitions from the residents who are opposed to the project. The petitions have also been signed by the teachers at the Woodlawn School. As to environmental problems, we are concerned about cleaning solutions going into the creek nearby. Also, we are worried about the affect this might have on the fishing and recreational area. We are concerned about the unsightly conditions that could take place. We are concerned about the playground and the age of the neighborhood. There are many small children in that area, as well as traffic going and coming from the site. This could devalue our property, we are concerned about noise. Diesel fuel is also a concern as well as any other chemicals that might be used on site. Also, can the fire department handle an additional fire protection area.

Mr. Russo noted that he is sympathetic with a commercial area coming into the neighborhood. On Milestrip Road, our intention is to provide plantings of 52 Douglas fir trees berming the property to isolate our facility from the school. There will not be any major distraction to the school. The land surveyor had to use a brush hog to clear the area to determine the topography of the land. This type of equipment makes more noise than 40 trucks & sounds louder.

Mr. Steve Miklacz of Milestrip Rd. lives across the street from the proposed facility. I am concerned about it. If you planned the park toward the north of the property which is vacant, it would make more sense as opposed to the west and south end. I live beyond the blockade that you plan on putting in. Concern was also expressed as to the noise of the trucks. The operation will be 300 to 400' from Mr. Miklacz's home.

Mr. Russo responded as to the chemicals. They will be tied into the sewer. There are 3 oil separators that will screen

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the materials from the sewer. All waste from this facility, of which the strongest is degreaser, are hauled out by ICC carrier. We have general commodity rights to haul foodstuff--frozen and unfrozen. We haul nothing hazardous.

Councilman Cavalcoli asked as to the hours of operation? Mr. Russo responded that they do all night hauling on a 24 hour operation. They will be coming and going on a 7 day week basis. The biggest concentration time is on the weekends as we have 80% of the fleet at home. The trucks are dispatched and leave during the day and return at night. The operation of the garage will be on a 2 shift basis. With respect to safety, our facility has 24 hour security. The facilities are manned around the clock for our protection as well as surrounding area. The entire perimeter of the area is fenced. Also, we had tried to negotiate the property across the street. However, they could not negotiate on a price.

Mr. George Lee of the Blasdell Taxpayers stated that he, Stan Figiel, and Mr. Costanzo talked to the President of Sorrento about the operation. He explained the project in Woodlawn. Buildings will be back by the school and trucks up front. He explained about the buffer and the exit. I feel this is a good operation for Woodlawn and the Town of Hamburg. People in Hamburg should think twice about development in Hamburg. I lived in South Buffalo around the corner from Sorrento. They fixed the facility quite nicely. We have seen renderings of what they plan to do, and it looks very attractive. I feel they will be an asset to the community.

Mr. Costanzo asked again about the running of the trucks? Response given was that the max. a truck can run is 20 minutes. We have a truck facility on Lake Avenue now that runs 24 hours. Mr. Russo explained that bus bars go down the center with plug ins for the units. We have electric block heaters that are plugged in. If a trailer comes in with a frozen load, the reefer unit runs on a thermostat. When it runs for 20 minutes, it shuts off. This is how a reefer trailer works. With regard to running thru the night, I cannot say that a tractor would not come on. We could designate an area the furthest from Milestrip to unload a reefer unit. We want to be good and responsible neighbors.

Mrs. Jane Kapaszak nearby resident, stated that Woodlawn is a caring community. There has been a great deal of money put in restoring Woodlawn. We are concerned about the safety of our children. We want the community to look decent. The Woodlawn Revitalization Corp. has spent sums of money to beautify the area and bring it up to code.

As far as future expansion, we have 20 acres of land and plan to develop it as attractively as possible. Planning Board members noted that items need to be addressed.

Sorrento Continued

Motion was made by Mr. Phillips, seconded by Mr. Gaughan to **Table** this site plan approval until all comments have been addressed by the various departments. Carried.

Electro Abrasives - Willett Rd.

Mr. Robert Mesanovic, Supt. of Construction, appeared before the Planning Board for a storage addition to be located on the Electro property. The proposed addition will be 20' x 40'. They are approximately 50' from any setback requirement. The parcel is zoned M-3, heavy industrial. There is open field in the back abutting to the railroad tracks. Comments are as follows:

Planning - An area map of the location is needed. Given the character of the surrounding area, and because the proposed addition is small in comparison to what already exists on the site, I see no problem recommending approval of this site plan.

Motion was made by Mr. Strnad, seconded by Mr. Phillips to grant approval for the site plan for the addition for storage. Carried.

Other Matters:

Fee schedules for green space. A meeting must be arranged by Dick Crandall with respect to this program.

Motion to adjourn was made by Mr. Koenig, seconded by Mr. Phillips. Carried. Meeting adjourned at midnite.

Respectfully Submitted,


Gerard Koenig, Secretary
Planning Board

Next Meeting Date:
Feb. 28, 1990 - 7:30 p.m.