

Meitz 3-25-87

TOWN OF HAMBURG PLANNING BOARD AGENDA

DATE: 3-25-87

TIME	NAME	PURPOSE
7:30	EXECUTIVE MEETING	
8:00	Special Use Permit Robert Halt	Satellite Dish Antenna
8:20	Shaw & Shaw	Revised site plan. Variance granted.
8:40	Harold Monckton Alice Subdivision	10 lots for subdivision Versailles & Center Roads
9:00	Southtowns Seafood - D. Norton Retail Zoning	825-5997 Lake Ave. near old Twin Fair Plaza
9:20	Tom Moscati Tops Market	14,208 s.f. addition
9:40	Proposed Gourmet Meat Deli	Zoned C-2. Former board room for raceway on Clark St.
10.00	Lou Case - Chrysler Proposed parking lot & office bldg.	Camp Rd. for used car lot
	Bell's Plaza	Mr. Paremba - site plan retail outlet

Approval of Minutes

1. V.F.W. Post Site Plan - April 15th 8:00 p.m.

TOWN OF HAMBURG

PLANNING BOARD MINUTES

3-25-87

The Town of Hamburg Planning Board met in regular session on March 25th, 1987 at 7:30 p.m. in the Planning Board room.

Members attending included: Chairman G. Gerald Valgora, Richard Crandall, Elgin Cary, Sally Saunders, Dennis Gaughan, Sandy Carnevale. Others attending included: George McKnight, and Cindy Conlon, Stenographer.

EXCUSED: Dan Gorman, George Danyluk, Terry Dubey

Minutes of the meeting of 3-11-87 were approved on motion by Mr. Gaughan, seconded by Mrs. Saunders. Carried.

SPECIAL USE PERMIT FOR SATELLITE DISH ANTENNA LOCATED ON PART OF LOT 44, T-9, R-8 LOCATED AT 4843 JACK'S TRAIL.

Chairman Valgora noted that the issue of the satellite dish antenna was tabled from the last month for further deliberation and information. All board members received copies of the material that was given to members of the Board of Zoning Appeals. After careful deliberation, board members agreed that the antenna must be lowered by 2', that it be painted with a dull finish to make it less conspicuous to the adjacent neighbors and that it be completed within a 6 week time frame. When there is compliance, the Planning Board will take action on the special permit request. (By May 6, 1987)

SHAW & SHAW - PROFESSIONAL LEGAL OFFICE - S-4819 SOUTH PARK AVENUE -

Attorney Jim Shaw appeared before the Planning Board with a revised site plan for a proposed legal office and vending area to be located in the former Big Tree Elementary School on South Park Avenue. The parking variance of 5 spaces was approved at the Zoning Board meeting of 3-3-87. The historic site will be maintained as close to its original state as possible. The Shaw's plan to retain the bell tower with the library to the left, and will keep the trees in tact. The handicapped parking space should be designated on the site plan as well as a ramp as required by the State fire code.

Motion was made by Mr. Crandall, seconded by Mrs. Saunders to approve the site plan contingent upon Building Inspection and Town Engineering approval. Carried.

PRELIMINARY PLAN FOR SUBDIVISION - ALICE SUBDIVISION - VERSAILLES RD. & CENTER ST.

Mr. Harold Monckton appeared before the Planning Board with a preliminary plan for 11 sub-lots for a proposed subdivision to be located on Versailles Rd. & Center. The following comments were submitted:

PLANNING - The triangle makes for a difficult subdivision layout. Lot #1 does not allow much legal building area. Lot #2 has frontage on two streets which is poor planning procedure and one side should be blocked off. Lots #3 and #11 do not meet the minimum requirement of 10,000 s.f. At least one of the lots is already built upon and should be identified either as an exception or with its street number.

ALICE SUBDIVISION - VERSAILLES RD. & CENTER

ENGINEERING: The land is in our Lakeview Water District and will be served by Erie County Water Authority. The land is in Erie County Sewer District #2. We will need a lot grading plan and a storm drainage plan. The plan should be up-dated there are now 2 houses in place. These houses should have their house numbers on the plan. JACK GILBERT

BUILDING INSPECTION:

The property is zoned R-1. Under 29-32, lot area #1- 10,000 s.f. where a lot is served by a public sanitary sewer, sewers are available to this area. Therefore, it would make subplot #3 and 11 non-conforming to our code. Under 29-32B,(1), a lot with a building line served by sanitary, lots would conform. There are questions on s.l. #1 and #8. JACK LAUCHERT.

Mr. Monckton noted that the exception is where the original home was. S.L. 3 & 11 are non-conforming, frontage should be 80' for 10,000 s.f. Revisions should be made to proceed to public hearing. Legal description will be required for the public hearing. Hearing can be scheduled for April 15th if the material can be available quickly, namely by April 3rd.

Motion was made by Mr. Carnevale, seconded by Mr. Gaughan to schedule a public hearing, subject to an approved legal description and preliminary plat layout acceptable to Engineering and the Planning Board. Carried.

SOUTHTOWNS SEAFOOD - DAVID NORTON - PRESENT LOCATION ON LAKE AND ABBOTT RDS.

Mr. David Norton appeared before the Planning Board on a possible rezoning petition for property that is zoned research industrial to retail sales. The parcel is located near the old Twin Fair Plaza. The proposed area is 9 acres and would house a retail, wholesale building for the sale of seafood and fish products. Applicant was advised to proceed with the rezoning process.

PROPOSED GOURMET MEAT DELI - MC KINLEY PARKWAY & CLARK STREET. ZONED C-1

This property is located on the corner of McKinley Parkway and Clark Street. Zoning is C-1 and was once used as a former boarding house for Buffalo Raceway. Mr. & Mrs. Pavin would like to put in a gourmet meat deli in the back building of the property. Planning Board noted that a site plan will be required showing site parking and drainage. A professional seal is also required on the drawings.

STEPHEN CASE - CASE CHRYSLER - CAMP ROAD.

Mr. Stephen Case appeared before the Planning Board on a proposed parking lot expansion and storage area for automobiles at their location on Camp Road. Eventually, they would like to erect a used car office on the premises. Site plan should reflect drainage catch basins and pipe lines. Conceptual approval was given by the Planning Board.

BELL'S PLAZA - PHASE II - SOUTH PARK AVENUE

Mr. Jim Paremba, representing Bell's Plaza appeared before the Planning Board for Phase II of 25,000 s.f. of retail space next to Bell's and a drive-thru bank, on South Park Avenue. Comments are as follows:

PLANNING

The current proposal is for the plaza addition to the super market. The proposed addition covers 24,425 s.f. while the original schematic proposal showed 25,000 s.f. Based on a parking ratio for local shopping centers of one space for each 150 s.f. of gross floor area, 528 spaces are required while 457 are shown which is a shortage of 71 spaces.

This site plan also shows a proposed drive-thru bank at the northern boundary of the property. If employees are to man this facility, there should be off-street parking for them. If the facility is to be fully automated, no additional parking spaces are needed. The concerns of the Traffic Safety Board have been satisfied. The guard rail along the drainage ditch has not yet been installed but is promised by 3-31-87.

ENGINEERING:

Show location and other details of new utilities to be installed-- water, sewer, etc. First floor elevations--existing and new construction. Proposed grades on new pavement. Roof down spouts into storm sewer. Pavement specs.

BUILDING INSPECTION:

One-hundred forty spaces are required for parking. Originally 313 parking spaces were required. With the new proposal, a total of 453 is required. Eight spaces are to be designated for the handicapped. As far as the proposed drive in bank is concerned, there should be a guard rail. More elevations are also required.

Based on the requirements for neighborhood shopping center the number of spaces provided do not equal the requirements in the zoning ordinance. No determination was made on the subject.

Motion to adjourn the meeting was made by Mr. Crandall, seconded by Mr. Gaughan. Meeting adjourned at 10:35 p.m. Carried.

RESPECTFULLY SUBMITTED,


GEORGE DANYLUK, SECRETARY
PLANNING BOARD

NEXT MEETING DATE:
APRIL 15, 1987

MEMO TO: Planning Board

FROM: Planning Dept.

SUBJECT: Proposed Alice Subdivision

The triangle makes for a difficult subdivision layout. Lot #1 does not allow much legal building area. Lot #2 has frontage on two streets which is poor planning procedure and one side should be blocked off. Lots #3 and #11 do not meet the minimum requirement of 10,000 s.f.

At least one of the lots is already built upon and should be identified either as an exception or with its street number.

March 24, 1987

MEMO TO: PLANNING BOARD

FROM: Planning Department

SUBJECT: Tops Market Addition

The zoning ordinance requires one off-street parking space for each 100 square feet of gross floor area. This would require 577 spaces while 324 spaces are shown for a shortage of 253 spaces. If the parking requirements are based on a neighborhood shopping center the parking requirement is 385 spaces. In 1981, the Planning board approved the site plan based on the standards for a neighborhood shopping center.

TOWN OF HAMBURG

S-6100 SOUTH PARK AVENUE • HAMBURG, NEW YORK 14075 • (716) 649-6111



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March 24, 1987

MEMO TO: Planning Board
FROM: Planning Dept.

SUBJECT: Bell's Plaza

The current proposal is for the plaza addition to the super market. The proposed addition covers 24, 425 s.f. while the original schematic proposal showed 25,000 square feet. Based on a parking ratio for local shopping centers of one space for each 150 square feet of gross floor area, 528 spaces are required while 457 are shown which is a shortage of 71 spaces.

This site plan also shows a proposed drive-through bank at the northern boundary of the property. If employees are to man this facility, there should be off-street parking for them. If the facility is to be fully automated, no additional parking spaces are needed.

The concerns of the traffic safety board have been satisfied.

The guard rail along the drainage ditch has not yet been installed but is promised by 3-31-87.



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
125 MAIN STREET
BUFFALO, N.Y. 14203

DONALD H. KETCHUM
REGIONAL DIRECTOR

FRANKLIN E. WHITE
COMMISSIONER

March 23, 1987

Jack Lauchert, Building Inspector
Town of Hamburg
S-6100 South Park Avenue
Hamburg, New York 14075

Ref: Truck World (formerly Leisureland)

Dear Sir,

In reply to Mr. McKnight's request of March 2, 1987, we are forwarding the attached comments from our Traffic and Safety Unit.

As part of the extensive improvements at this site, the developer should be required to improve the driveways to meet current standards for entrances to state highways. We request the town require the necessary modifications as part of the site approval. We will notify Mr. Liberatore of this request and advise him how to secure the necessary New York State Highway Work Permit.

In regard to your concern as to whether the vertical pipes as installed are within the highway right-of-way the proposed to separate truck traffic at the right-of-way line is unacceptable, therefore, the posts should be removed. The separation of truck traffic should be done well back from the highway after traffic has exited the highway via a standard driveway.

Your continued cooperation in this matter is appreciated.

Very truly yours,

George J. Tolsma K.E.S.
George J. Tolsma
Resident Engineer

GJT:KES/mg
Attachment

cc: Traffic & Safety Unit
G. McKnight, Planning Dept., Town of Hamburg

MEMORANDUM
DEPARTMENT OF TRANSPORTATION

TO: K. E. Stadler, South Erie Residency ←
FROM: E. P. Lesswing, ^{EA}Regional Traffic Engineer, Region 5
SUBJECT: TRUCK WORK AT LEISURELAND
ROUTE 75, TOWN OF HAMBURG
DATE: March 17, 1987

RECEIVED

MAR 20 1987

H. J. BOY
SO. ERIE RES.
HAMBURG

We have reviewed the site plan submitted for the proposed Truck World at Leisureland and offer the following comments.

The existing driveway which is approximately 120 ft. wide and divided by a 24 ft. triangular base island has had a history of operational problems. Vehicles using the driveway have been observed entering and/or exiting both sides of the divided driveway as if they were two separate and distinct driveways. This misuse of the driveway, together with the fact that the driveway is located on the Camp Road deceleration lane to the Thruway, has caused conflicts between vehicles using the deceleration lane and the driveway. Traffic on Camp Road and Thruway bound are unable to accurately judge as to where or at what angle they will be approached by traffic using this driveway.

Our Department has in the past, tried to correct this situation by encouraging Leisureland to improve their driveway. Specifically, we have encouraged better driveway definition, uniform traffic patterns, and conformance to our standards in regard to driveway dimensions.

Our latest attempt was in August 1981 when Leisureland requested a second driveway to accommodate a proposed White Arrow filling station. Approval to install a second driveway was withheld until our recommended improvements to the existing driveway were completed. The decision to improve the driveway and pursue a second driveway was left with Leisureland. I have enclosed a copy of our correspondence to Leisureland in regard to this matter.

This brings us to the present with the conditions and existing driveway unchanged.

Mr. Victor Liberatore's latest proposal to separate truck traffic for the proposed Truck World at the existing driveway without making modifications is unacceptable to this office.

K. E. Stadler
March 17, 1987
Page 2

The establishment of two separate and distinct driveways for passenger cars and trucks would increase the existing conflicts with Camp Road-Thruway bound vehicles and those using the driveways. In addition, Mr. Liberatore's proposal for separating the trucks and cars by the installation of an overhead aluminum pipe structure would only serve to make the situation worse. The possibility of trucks starting to turn into the "Cars Only" driveway could create a situation where a truck would hesitate or make an unsafe maneuver in the area of the deceleration lane because it could not complete its turn.

It is our recommendation that a driveway conforming to our current standards be established at Camp Road. The driveway should be modified as indicated on the enclosed sketch. The use of an overhead structure to separate traffic close to the highway right-of-way line should be discouraged.

If a separation of traffic is desired, it should be done far enough onto Leisureland property so as to allow sufficient reaction time for vehicles to determine where to proceed away from Camp Road traffic.

As Mr. Liberatore needs to receive approval from the Town of Hamburg to proceed with this proposal, our concerns and recommendations should be forwarded to the Town. As we have not been successful in the past in our efforts to modify this driveway, the Town may be able to require the necessary modifications.

REO'C:RJD:jj
Attachments

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION

William C. Hennessy, Commissioner

INV. 32



Region 5 Office: 125 Main Street, Buffalo, New York 14203

August 27, 1981

Mr. Donald W. Love
22 S. Long St.
Williamsville, NY 14221

Dear Mr. Love:

Driveway Request
Leisureland
Camp Road, Hamburg, NY

As per our telephone conversation, we will grant a curb cut for the proposed filling station at Leisureland under the stipulation that the existing driveway, to the south, be updated to present NY State Department of Transportation standards.

Reference is made to the letter from Mr. Jack Floreale, President of Airway Hotels Inc., October 28, 1976, expressing concern over hazardous traffic conditions at Camp Road in the vicinity of Leisureland. Mr. Floreale inquired about signaling the drive and reducing the area's speed limit. Mr. Floreale was informed by our office that a signal permit would be necessary if a signal was determined to be warranted; and the expense of installation and maintenance would be charged to the permittee. After being informed that the cost of the signal would be \$25,000, Mr. Floreale indicated that the cost was much more than Airways could afford.

Subsequently, an investigation was started by our Traffic and Safety Unit, initiated by a December 8, 1976 letter by then Assemblyman Tills. The letter stated that Airways Hotel had brought to his attention a serious and dangerous hazard to the residents entering and leaving the Leisureland Inn due to conflicts with Thruway bound traffic.

A solution to the problem was determined to be the replacement of the existing 120 ft. wide driveway with a standard width driveway. The 120 ft. driveway is divided by a 24 ft. base triangular island located roughly in the center of the driveway, which exits onto the Thruway's deceleration lane. Observations indicated misuse of the driveway by motorists entering and/or exiting, both sides of the divided driveway were used as two way drives, with dual rights and lefts at extreme angles occurring. This along with other erratic movements from the driveway made traffic on Rt. 75 and Thruway bound unable to accurately judge as to where, when or at what angle they will be approached by Leisureland traffic.

	AFM		CJG	
	RJR		AWO	
	EJN			
	JFS	✓	RDM	✓
	JHM	✓	RJD	✓
	JO'H		JEJ	
	FPDeG		JJK	

Mr. Donald W. Love
August 27, 1981
Page 2

It was determined that the best solution to the problem was a reduction in the driveway width. Along with this reduction in width, would be the possible installation of a diagrammatic warning sign within the complex property with the legend "Caution Possible Right Turn Conflict". The divided driveway would have the required legal documentation restricting the driveway to one way operations with the necessary signing being provided by our Maintenance Forces. These recommendations were presented to Mr. Floreale, Assemblyman Tills and Mr. Williams (Police Chief, Town of Hamburg) by Mr. Eugene Nowicki and Mr. John O'Hare (NY State Dept. of Transportation, Traffic & Safety) at a April 14, 1977 meeting. Along with these recommendations, a speed study reduced the 55 MPH speed limit to 45 MPH along Rt. 75 between Southwestern Blvd. and Sunset Drive.

The decision to improve the driveway was left with Mr. Floreale, who was to decide if the cost of the improvements were within Airways' financial capabilities. This brings us to the present, with the conditions and the existing driveway unchanged.

It is our feeling that to allow another drive without the recommended improvements at the existing driveway, would make a bad situation even worse. Increased vehicular traffic that the filling station would generate, would increase traffic on Rt. 75 and the conflict area between Leisureland's driveway and the Thruway deceleration lane.

Therefore, we feel that in the best interest of the traveling public and Leisureland, the recommended improvements to the existing driveway as per the enclosed schematic be made or agreed upon before we will issue a permit for another driveway at Leisureland.

If you have any questions, please feel free to call at 842-5805.

Very truly yours,

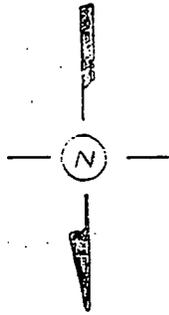
D. H. KETCHUM
REGIONAL DIRECTOR

By:

R. J. Russell
Asst. Regional Traffic Engineer

RJR:RJD
Attach.

cc: E. Nowicki
G. Tolsma



280 ±'

R.O.W.

CAMP ROAD

THRUWAY ENTRANCE

R.O.W.

EXISTING ISLAND

1" = 50'

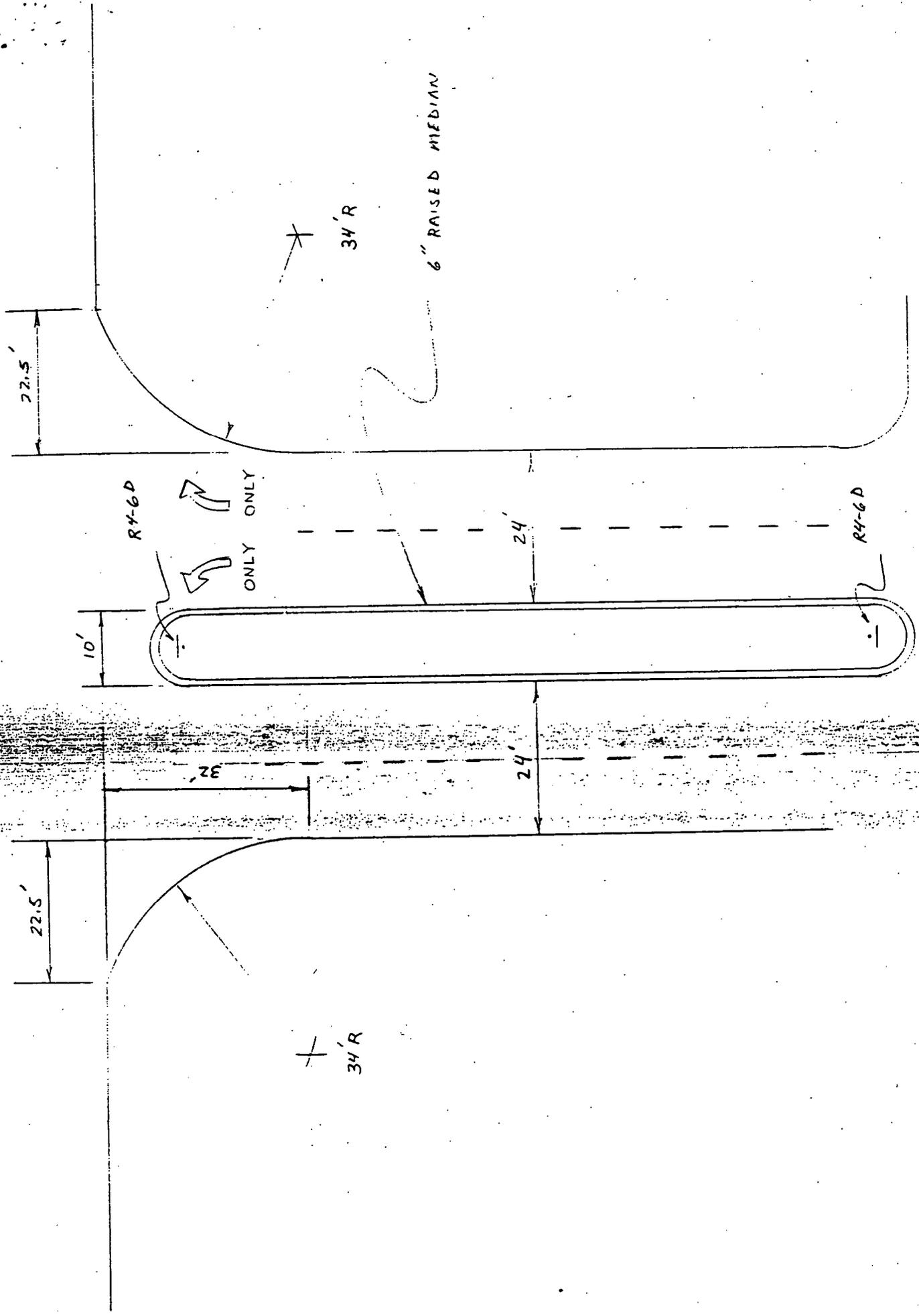
LEISURELAND

ONLY TRAVEL

24'

24'

R.O.W.



DRIVEWAY DETAIL 1" = 20'

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March 23, 1987

TO: Town Planning Board
FROM: Town Engineer Gilbert
DATE: 3-25-87

TOPS At McKinley Parkway

Our comments are based on Sheet No. SF-1 issued March 18, 1987:

- Where the new parking spaces will be there will be excavation work which can be used as fill on the project.
- Where work is shown on the sanitary sewer easement permission has to be obtained from ECSD No. 3.
- Wheel stops on outside parking spaces
- Need existing and proposed grades.
- Construct a swale on top of the back above the new parking spaces.

CC: J. Lauchert
R. Lardo

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March 24, 1987

TO: Town Planning Board

FROM: Town Engineer Jack Gilbert

SUBJECT: Site Plan Review - Bell's Supermarket

Our comments are based on drawing No. S-1 last revised on
3-23-87:

- Show location and other details of new utilities to be installed -
water, sewer, etc.
- First floor elevations - existing and new construction
- Proposed grades on new pavement
- Roof down spouts into storm sewer.
- Pavement specs.

CC: J. Lauchert
R. Lardo

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Town of Hamburg

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S-6100 SOUTH PARK AVENUE - HAMBURG, NEW YORK 14075

TEL: (716) 649-6111

March 23, 1987

To: Planning Board

Re: Metro Paving, Southwestern Blvd., Site Plan Review

The only thing that has changed between this site plan and the last site plan is the size of the paper and the addition of approximately ten evergreen shrubs four to six feet from the wall, fast growing. It seems very unusual that somebody would buy a building that wasn't completely on the lot. There is no way to enter into the 3 feet high concrete wall area, unless you went on adjacent property owners to go into the end, which is on the northeast side. The adjacent property to this lot has been filled in by no doubt the owner of this property, and should be cleaned up. The regulations which are covered under 29-73, #18, allows this business to operate. It should conform to these requirements which are under the new code, page 44, which you approved and adopted in December, 1986, and has been enforced since January 6, 1987. We have 2 legal junk yards in the Town, and they are even starting to look better than this site.

Drainage has always been a big problem, not only in this area, but in many areas. Elevation should be shown on the site plan, to show which way the water is going to drain to eliminate problems for the future. When more information is available, I would appreciate reviewing them.

Sincerely,

John J. Lauchert, C.P.C.A.
Building Inspector

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TO : Town Planning Board
FROM: Town Engineer Gilbert
DATE: 3-20-87
SUBJ: REVIEW OF PRELIMINARY PLAN
SUBDIVISION FOR HAROLD MONCKTON

The comments are on drawings dated February 27, 1985.

- The land is in our Lakeview Water District and will be served by Erie County Water Authority.
- The land is in Erie County Sewer District No. 2.
- We will need a lot grading plan and a storm drainage plan.
- The plan should be updated-there are now 2 houses in place.
- These houses should have their house numbers on the plan.


John J. Gilbert, Jr.

JJG, Jr./jnl

cc: J. Lauchert
R. Lardo

ABBOTT, TILLS & KNAPP

ATTORNEYS

SETH A. ABBOTT
KENNETH W. KNAPP
MICHAEL PYSZ
ROBERT W. TILLS
ROLAND H. TILLS
RONALD H. TILLS

POST OFFICE BOX 618
44 UNION STREET
HAMBURG, NEW YORK 14075
(716) 649-6700

GEORGE R. HEBARD, JR.
- OF COUNSEL -
LEGAL ASSISTANT:
GERTRUDE COLLIGAN

March 25, 1987

Planning Board of the Town of Hamburg
S-6100 South Park Avenue
Hamburg, New York 14075

Re: Metro Paving, Southwestern Blvd.
Site Plan Review

Dear Sirs:

On the 25th of February, 1987, on behalf of my clients, Paul Durward and Chris Pappas, I appeared before the Town Planning Board for advice as to a site plan. The only requirement was for the petitioners to plant fast growing trees in front of the abutment on the property facing Route 20. The site plan as presented to the Town Planning Board represented same.

I am in receipt of a letter dated March 23, 1987 from John Lauchert, Building Inspector which has additional requirements which I do not believe is a site plan requirement. In order to show our cooperation with the Town, I have instructed my clients to comply with same. On March 24th, they started cleaning up the adjacent property which is not owned by them and, in addition thereto, to clean up any additional material which may be in the back of their premises, and to establish elevations to show which way the water would drain from their property.

Mr. Lauchert feels that the property should be totally fenced in under regulation 29-73, Section 18. I disagree with this requirement which would require every contractor in the Town to fence in their yards which is certainly not the intent under the code.

My clients are interested in making Hamburg a fine place to live in and will endeavor to keep their property in a condition so as to contribute to same.

Yours very truly,

ABBOTT, TILLS & KNAPP

Ronald H. Tills

RHT:mar

Town of Hamburg

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S-6100 SOUTH PARK AVENUE - HAMBURG, NEW YORK 14075

TEL: (716) 649-6111

To: Planning Board

Re: Preliminary Plan for the subdivision on the corner of Versailles Rd. & Center St., part of lot 44-T9-R8

SITE PLAN REVIEW

This property is zoned R-1. Under 29-32, lot area #1, lot area 10,000 sq. ft. where a lot is served by a public sanitary sewer. Public sanitary sewers are available to this area. Therefore it would make subplot #3 and #11 nonconforming to our code.

Under 29-32B, 1, a lot with a building line 80 ft. where a lot is served by a public sanitary sewer, all of the rest of these lots would conform to that. There would be a question on subplot #1 and #8, as far as meeting all other requirements dependent upon the location of the residents to conform to our code.

I hope that this information is helpful to you.

Sincerely,

John J. Lauchert, C.P.C.A.
Building Inspector

March 24, 1987

MEMO TO: PLANNING BOARD

FROM: Planning Department

SUBJECT: Tops Market Addition

The zoning ordinance requires one off-street parking space for each 100 square feet of gross floor area. This would require 577 spaces while 324 spaces are shown for a shortage of 253 spaces. If the parking requirements are based on a neighborhood shopping center the parking requirement is 385 spaces. In 1981, the Planning board approved the site plan based on the standards for a neighborhood shopping center.

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S-6100 SOUTH PARK AVENUE - HAMBURG, NEW YORK 14075

TEL: (716) 649-6111

March 24, 1987

TO: PLANNING BOARD

RE: PETER J. SCHMIDT., BELLS SUPERMARKET SOUTH PARK AVENUE.
HAMBURG, NEW YORK.

SITE PLAN REVIEW

The Phase Two stores has approximately 24,450 sq. ft. based on using 29-19E individual retail stores one-space for 175 sq. ft. in the area. This would require 140 parking spaces.

Under the originally approved Bells Store was 54,814 sq. ft., it required 313 parking spaces. Added with these 140 that was proposed, adds up to a total of 453. On the 313 parking spaces 8 are required to be handicapped. Where there are 140 parking spaces, 5 are to be required handicapped. Making a total of 13. Parking spaces for handicapped usually work our better in groups of twos, no doubt they will end up with 14 parking spaces located close to the main entrance as possible. Total parking spaces in the plan of 457. It is not exactly the right way to figure space J & K, unforutately it is not known at this time what the seating arrangements would be. Therefore, they would be covered under 29-18F, which may bea little more than proposed. The plans should show the proposed elevations for the finished floor. All of the re-tail spaces including the sidewalk in front of the store and elevations in the parking lot so they will show that we can assure that we have proper drainage.

As far as the new proposed drive in bank is concerned at the north end of the property, existing precast concrete no doubt will be removed. The additional parking spaces will be installed. Where it says concrete bumps, there should be a guard rail along that side because there is a difference in elevations which should be shown on the plans. As well as to the north side where it looks like it is a concrete curve. We have all been fooled before by some of these proposed concrete curbs which never were installed, and I would insist that a concrete curb be placed along

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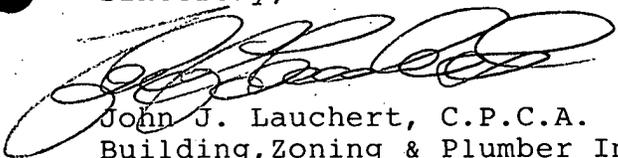
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Page 2

this side since there is a difference of elevation. Even though there is an existing woods to the north of the property, part of which is on the property.

I think it should be definitely insisted upon and that driveway at the north end is an entrance only. I would still like to see more elevations shown on the plans. I was also happy to see no parking signs located on the buildings west side and the two stop signs on the site plan. I hope that the site work is completed this year.

Sincerely,


John J. Lauchert, C.P.C.A.
Building, Zoning & Plumber Inspector
Code Enforcement Officer
Town of Hamburg

JJL/cac