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Town of Hamburg
Planning Board Minutes
June 13, 1990

The Town of Hamburg Planning Board met in regular session on Wednesday, June 13, 1990 at 7:30 p.m. in Hamburg Town Hall. Those attending included: Chairman Richard Crandall, Vice-Chairman Elgin Cary, Secretary Gerard Koenig, Sandy Carnevale, David Phillips, Steve Strnad. Others attending included: Rick Lardo Engineering, Jack Lauchert, Building Inspection, Sheryl Bower, Asst. Planner, Dan Gorman Attorney, and Terry Dubey, Stenographer.

Minutes of the meeting of May 30th and June 6th were approved on motion by Mr. Carnevale, seconded by Mr. Phillips. Carried.

Executive Session -

BJ's Wholesale Club - clarification of the motion of May 16th, page 5. Applicant is under impression that approval was granted. There were many conditions that had to take place first before an actual sign off can be made. There is a new letter from the Conservation Board--Ray Vaughan which reads as follows:

This letter is in response to your letter of May 18, in which you noted that a Negative Declaration will be issued for the BJ's Plaza project (SEQR 90-22) unless objections are raised. The Conservation Board, as an interested agency, objects to the issuance of a Negative Declaration for the BJ's Plaza project.

This project would have a significant effect on the environment because it conflicts with the Town of Hamburg 2010 Master Plan. See 617.11(a) (4) of the SEQR regulations and see also our previous memo dated May 11, 1990.

The conflict with the 2010 Master Plan revolves around the use of the Niagara Mohawk powerline right-of-way. The 2010 Master Plan shows the full 250-foot width of the right-of-way classified as open space. The developer proposes to use 225 feet of the right-of-way as parking lot, leaving only 25 feet as open space. This would be a substantial conflict with the 2010 Master Plan. Both directly and indirectly, it would have a significant impact on the environment.

As open space, the land serves several purposes, some of which are indicated on PP. 31-33 of the 2010 Master Plan. As indicated on P. 33, "Easements and/or acquisition (where necessary) should be obtained for a trailway system linking major recreation areas in the Town (power line right-of-way, Eighteen Mile Creek and other stream channels)." The Conservation Advisory Board has worked diligently to preserve the lineal corridors of open space that were adopted as part of the 2010 Master Plan. To the best of our knowledge, the BJ's Plaza project is the first direct threat to the Niagara Mohawk corridor. In accordance with the 2010 Master Plan, the Town should ensure that this land remains available as an open-

BJ'S Wholesale - Continued

space corridor and should avoid setting a precedent by which the corridor would be allowed, piece by piece, to be used for other purposes. For the Town to do otherwise would have a significant effect on the environment. A 25' wide corridor between a parking lot and a commercial building would not provide the type of trailway envisioned in the 2010 Master Plan. The ability to "buffer incompatible uses" in this case, the trailway and adjacent commercial development - is one of the purposes of open space outlined in the Master Plan (p.31) that would be fulfilled by a wider open-space corridor of 250 feet.

Since the land in question is presently in productive use as a powerline, we do not believe the Town would be imposing any hardship on the owner of the land (Niagara Mohawk) in denying further development (such as a parking lot) on the land.

If the proposed plaza could be developed without using the Niagara Mohawk land, we believe that it would not have a significant effect on the environment. To this end, we have suggested that the Town could issue a conditioned negative declaration or CND, the condition being that the Niagara Mohawk land would be excluded from the project.

A negative declaration is not appropriate for this project. If you and the Planning Board believe that a CND is not appropriate some sort of comparison of alternatives should be carried out for the project. Presumably this would be done as an EIS. As noted in the SEQR regulations, 617.6(g)(1)(ii), "To determine that an EIS will not be required for an action, the lead agency must determine either that there will be no environmental effect or that the identified environmental effects will not be significant (emphasis added). Since the use of the Niagara Mohawk corridor as a parking lot has been identified above as a significant effect on the environment, an E.I.S. appears necessary. Among the alternatives that should be compared are: (1) The project as proposed by the developer. (2) The project as it would be built if the Niagara Mohawk land were excluded. (3) same as the 2nd alternative, but with a 2-or 3 level parking ramp included in the project. Ray Vaughan

Letter from Niagara Mohawk - Richard Kendall - Land and Right of Way

The request of Benderson Development for parking our our 230 KV #73 and 74 lines north of, and south of Milestrip Road, Town of Hamburg, has been approved subject to your submitting detailed plans and specifications of the project for our approval and the following: 1. 36 ft. vertical clearance from finished grade to lowest 230 Kv conductor at 60 degrees Fahrenheit required. 2. Existing clearances to be provided by you. 3. Consent of National Fuel Gas Distribution Corp. and New York Co. for prior rights granted (gas lien and underground cables). 4. Contractor to use extreme caution when removing brush under conductors and near

BJ's Wholesale Continued

structures. 5. High Visibility, High Voltage signs should be placed on the structures. 6. Adequate highway type D.O.T. bumper guards to be installed.
7. Restrict locations of parking lights.

Mr. McKnight informed the board that he and Sheryl Bower went out and walked the property, and felt a 50' strip at the Toys R Us right of way would be sufficient if kept in its natural state. This would provide an open space between the two developments. The developer might lose one row of parking from the north to the south for about 43 spaces. This would be the best form of compromise. Also, tall trees cannot be in the power line right-of-way.

Chairman Crandall noted that there will be no change in the motion, although there is nothing specific that we approved on a contingency. The representatives from Benderson felt that their approval was final. However, a review is being done according to the SEQOR process. No negative declaration can be made prior to June 18th. This is the time table by which agencies still have time to comment. A part III has been prepared by G. McKnight. However, all these things must be in place first before an actual sign off on the site plan can be made. Also, the drainage plan has not been accepted by the Thruway Authority and we have nothing in hand from the State Dept. of Transportation on the signalization. Applicant is to be advised that all of these things must be in place before the site plan is signed. Engineering wants curbing or bumpers along east line & in n.e. corner of parking area.

Applicant to be advised to appear at the next meeting, which is June 27th.

Parcel of land on Rogers Road - Purchase of E. Burke

Mr. Jack Lauchert noted that he had received a call from Patrick Burke regarding a parcel of property on Rogers Road. The land is zoned C-1. Mr. Lauchert thought that this was part of the P.U.D. under Brierwood. A request has been made to subdivide. Input has been sought from the Planning Board. The intent is to use this section for another entrance to the golf course property for an additional driveway. No action was taken by the Planning Board.

Chairman Crandall informed the board that there are two publications which can be obtained from the State entitled "Guide to Planning and Zoning Laws, & Site Development Plan Review Procedures. G. McKnight is to write for copies from the Dept. of State.

Liberty Park Subdivision - Part IV

Secretary Gerard Koenig read the following Legal Notice on the Liberty Park Subdivision, Phase IV:

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LEGAL NOTICE
TOWN OF HAMBURG
PLANNING BOARD

Notice is hereby given that the Planning Board for the Town of Hamburg will hold a Public Hearing at Hamburg Town Hall, 58100 South Park Avenue on June 13th at 8:00 p.m. for the purpose of approving Phase IV of Liberty Park Subdivision.

ALL THAT TRACT OR PARCEL OF LAND situate in the Town of Hamburg County of Erie and State of New York being part of Lot No. 42 Township 9 Range 8 of the Holland Land Company's Survey described as follows:

BEGINNING at a point on the west line of said Lot No. 42 at the southwest corner of premises conveyed to Frederick Langbein by deed recorded in Erie County Clerk's Office in Liber 828 of Deeds at page 664 thence north 08°56'04" west along the west line of Lot No. 42 a distance of 109.37 feet to a point on the southeast line of the Lake Shore Cut-off 50' called (also known as Route 5 or the Springs Walden Olive Road) thence northeasterly a distance of 119.22 feet more or less to a point thence south 68°27'37" east a distance of 205.39 feet to a point in the southeast line of Margaret Ann Drive thence northeasterly along the southeast line of Margaret Ann Drive bearing to the north having a radius of 135.00' an arc distance of 19.93 feet to a point thence south 45°00'00" east along the west line of subdivision cover map 2467 a distance of 203.87 feet to a point thence south 62°59'43" east continuing along the west line of subdivision cover map 2467 a distance of 93.02 feet to a point thence north 71°21'09" east along the west line of subdivision cover map 2467 a distance of 169.29 feet to a point thence south 66°29'02" east a distance of 84 feet to a point on the west line of Maria Drive thence south 34°30'58" west a distance of 17.95 feet to a point thence south 34°30'58" west a distance of 17.95 feet to a point thence south 55°29'02" east a distance of 205 feet to a point on the northwest line of premises now owned by Niagara Mohawk Power Corporation described in a deed recorded in Erie County Clerk's Office in Liber 1019 of deeds at page 592 thence southwesterly and along the northwesterly line of said premises owned by Niagara Mohawk Power Corporation a distance of 881.63 feet more or less to a point on the south line of said premises so conveyed to Frederick Langbein as aforesaid thence westerly along the south line of said premises so conveyed to Frederick Langbein as aforesaid and at an angle of 135°52' with the last described line measured from the northeast to the west a distance of 188.45 feet more or less to the point of beginning containing 12.51 acres more or less.

RICHARD CRANDALL, Chairman
GERARD KOENIG, Secretary
Town of Hamburg Planning Board

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Chairman Crandall considered the hearing open: Messrs. Peter Liberatore, Jay Pohlman, and Pete Ringo appeared before the board on behalf of this subdivision. Liberty Park was once approved in 1976. However, the last phase was never completed and was once owned by Ken Nigro. Since the time element expired for development, it was necessary to go back for re-approval and make some changes. Comments are as follows:

Planning--This office has not received any revisions since our last review dated May 15, 1990. It is requested that a buffer strip be placed along the side of the parcel which is adjacent to the railroad tracks.

Engineering--1.2 The plan should be labeled Part IV not phase. 5.2 The name of the subdivider is to be shown. 6.2 All lot lines on a curve are to be radial. Label them radial on the plan. 7.2 Correct the spelling of Margaret.

Peter Ringo, Soderholm Eng. The preliminary plat for the project has been revised in accordance with the letters submitted to the Planning Board on May 15, 1990 by the Engineering and Planning Depts. with the following exceptions: In order to be consistent with the original plan, not all of the lot lines on the plan are radial. Specifically, the south line of Sublot 17, and the north and south lines of s.l. 5. Adjusting these lot lines to make them radial would effect the layout and size of several lots, changing the overall layout. All radial lines have been indicated on the plan. Also, the Planning Dept. requested a buffer strip for the lots bordering the N.Y. Central Railroad tracks which is not shown because the lots are separated from the tracks by land owned by the Power Corp. which creates a buffer zone. All other items have been addressed.

Mr. McKnight noted that it is important to know what the angles are on the lots for this subdivision. This can be checked thru Engineering.

Chairman Crandall asked three times if anyone wished to speak for or against the subdivision. Hearing no comments, the hearing was declared closed.

Motion was made by Mr. Cary, seconded by Mr. Koenig to approve the preliminary for Phase IV of the Liberty Park Subdivision. Carried.

Questions were raised about the green space. This was a project that was started 14 years ago. There is a playground at Birchwood across the street which should satisfy that need.

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Fee Schedule: George McKnight informed the board that the increased fee schedule will be in place as of 9:00 a.m. 6-18-90. Increases are as follows:

1. **Subdivision Review Process**--\$5.00 per lot and a Subdivision Public Hearing fee of \$100.00
2. **Recreation Fee**--\$600.00 per dwelling unit. (2) 1/2 of this fee could be deducted for plans incorporating a cluster concept subject to approval of the Planning Board.
3. **Green space fee on site plans.**
up to 1 acre, \$100.00; 1 to 2 acres, \$200; 2-5 acres \$200 plus \$25 acre of any fraction over 2. 5-10 acres \$275 plus \$15/acre over 5., 10 or more \$350 plus \$10 acre over 10
4. **Rezoning** - \$250
5. **SEQR Fee** \$15

Country Store - Mr. Manfreda - Southwestern Blvd.

Mr. McKnight informed the board that input from the Conservation Board was received on the Country Store which reads: Our concerns are that there is a wetland, of less than 12 acres, that has been partially filled with construction debris. This wetland may be under U.S. Army Corps of Engineers Federal Wetland Protection. The U.S. Corps of Engineers should be contacted prior to construction. Also, there are several piles of an industrial waste which may be hazardous. There are many large steel pieces next to and into the wetland which appear to be from an overhead crane. The wetland has about 6 inches of standing water draining to Southwestern Blvd. The E.A. F. has been completed with inaccurate information and the preparer should be told that the information is in error. This lot is a small part of a larger wetland. The 2010 Master Plan shows this area to be low density residential.

He explained further that he and Sheryl Bower, Asst. Planner walked the property with Mr. Manfreda yesterday. There was a small wet area long the southwest edge of the property line. There should not be any concern about this wetland, as the area it is located is to be left in it's natural state, during and after construction. There has been dumping of construction wastes on the property adjacent to Mr. Manfreda's property, but none of these wastes were found on the Manfreda property. It would appear that the Conservation Board reviewer has based many of his observations on the adjacent property. To avoid this problem in the future, developers should be requested to have their properties staked at the time of Planning Board review.

Traffic Safety--Suggest that proposed driveway be sufficient for any future expansion that developer may be considering. Also, consideration should be given to "squaring up" proposed driveway to avoid potential hazards as vehicles enter and exit. Developer is also requested to follow N.Y. State guidelines for handicapped

Country Store Continued parking.

Motion was made by Mr. Phillips, seconded by Mr. Carnevale to approve the site for the Country Store contingent upon Conservation, Engineering, and Building Inspection approval. Carried.

Strawberry Fields Subdivision - Mr. Manfreda - Lakeview Road

Secretary Koenig read the following Legal Notice on Strawberry Fields:

LEGAL NOTICE
TOWN OF HAMBURG
PLANNING BOARD

Notice is hereby given that the Planning Board for the Town of Hamburg will hold a Public Hearing at Hamburg Town Hall, S-6100 South Park Avenue on June 13th at 8:30 p.m. for the purpose of approving Strawberry Fields Subdivision.

ALL THAT TRACTOR PARCEL OF LAND situated in the Town of Hamburg, County of Erie and State of New York, being parts of Lots Number 10 and 18, Township 9, Range 8 of the Holland Land Company's Survey and including Subdivision Lot Number 6 of the map filed in the Erie County Clerk's office under cover 1761, bounded and described as follows:

Commencing at a point in the center line of Old Lakeview Road (sometimes called the North Creek Road) at the point of intersection with the west line of lands conveyed to Allan G. Knapp by deed recorded in the Erie County Clerk's Office at Liber 4804 of Deeds at page 70; thence northerly along the west line of lands so conveyed to Knapp, 406.37 feet to the point of

thence continuing northerly along the west line of Knapp, 455.16 feet to the south bounds of New Lakeview Road (80' wide); thence westerly at an interior angle of 90°-19'-06" and along the south bounds of New Lakeview Road, 905.41 feet to a point of curve; thence continuing westerly along said south bounds of a curve to the left having a radius of 5,689.65 feet a distance of 20.91 feet to the projection northerly of the centerline of Engle Drive as shown in Map Cover 1761; thence south along said projection of said centerline a distance of 285.18 feet to the northerly bounds of a cul-de-sac at the north end of said Engle Drive; thence southeasterly along the bounds of said cul-de-sac being a curve to the right having a radius of 80.0 feet a distance of 190.71 feet to a point of reverse curve; thence southwesterly along a curve to the left having a radius of 80.0 feet a distance of 65.04 feet to a point of curve being the northwest corner of Subdivision Lot 5 on Map Cover 1761; thence east at right angles to Engle Drive's centerline along the north line of Subdivision Lot No. 5, a distance of 885.45 feet to the

point of place of beginning containing 9.636 acres of land more or less
 6-31-90
 Richard Crandall, Chairman
 Secretary Gerard Koenig, Secretary
 Planning Board

Strawberry Fields Continued

Chairman Crandall declared the hearing open. Mr. Manfreda appeared on behalf of his subdivision. Comments are as follows:

Planning--This office has not received revisions of the plan, thus the following are from our last review dated May 15, 1990. 1. The name of the owner or his/her authorized agent should be shown on the plat. 2. Zoning requirements: district and lot size should be included on the plat. 3. A topography map is required. 4. According to the Dept. of Env. Conserv. Archeological site maps, the proposed subdivision may be of some archeological significance.

Engineering--2.3 a topo is required. 7.3. It should be noted on the plan that the lots along Lakeview do not have access to Lake View Rd. 8.3 Buffer strips are to be in addition to the normal lot depth required and reserved for plantings (Section 31-22) 10.3 The centerline radius of the curve is a lot less than the minimum 150' requirement (Section 31-18). Show the radius on the plan--revise as necessary. 11.2 All lot lines on a curve are to be radial. Label them radial on the plan. 12.2 Show the proposed right-of-way width.

Traffic Safety--Suggest no driveway cuts be allowed on New Lakeview Rd. What are plans for terminus of Engle Dr. Has Highway been contacted for input?

Mr. Manfreda responded by he has been in touch with the Highway Dept. and is willing to put in a "T" turn around for snow plowing purposes. This would be at his expense.

Chairman Crandall asked 3 times if anyone wished to be heard for or against this proposal. Hearing no opposition, the hearing was declared closed.

Motion was made by Mr. Cary, seconded by Mr. Phillips to accept the preliminary subject to Engineering and Planning Comments and that a T-turn around be set in place, at the expense of the developer. Carried.

Mr. Charles Perison - 4 Apartments on 4250 Loran Avenue

Mr. Charles Perison appeared before the Planning Board on a proposed 4 unit apartment complex which is to be located at 4250 Loran Avenue. The property is zoned R-3 for multiple dwelling units. Comments are as follows:

Building Inspection--This is a 4 unit apartment building, based on 9 parking spaces. Setback appears to conform to the code. One or 2 handicap spaces are required. According to N.Y. State Uniform Fire Prevention and Building Code, one unit must be accessible to the handicap.

C. Perison Continued

Planning--It should be noted on the site plan that this is a four unit apartment building. Landscaping should be included around the building. Chapter 29 Section 29-43(d) requires the building be placed at least 50' from any property line. A variance will be needed. The parking lot must be screened. An Architect or Engineer's seal is required.

Engineering--1. Storm pipe is to be installed across the entire frontage of the parcel. Provide 10" CMP pipe with a minimum cover of 12" below the edge of pavement. 2. Specify "Swale" grades along side lot lines. 3. Located the roof drains on the plan and show them piped to outlet on Loran. 4. It is not acceptable to drain the storm water flows from the site into the yards on Sprague Ave. The owner should get permission to install pipe between houses out to Sprague or possibly install a dry well on the site.

Mr. Perison noted that he appeared before the Zoning Board of Appeals on May 1st and received a variance of distance between the building. Discussion centered on Engineering comments of reversing the flow.

Mr. D. Vail of Loran Avenue noted that this will not help the drainage problem in their area. There is no ditch and this proposal will flood the two neighbors out. Also, this street is 30 years old and a dead end street. The proposal will not be in harmony with the rest of the neighborhood.

Motion was made to **Table** any action on the proposal for an on-site inspection to determine the flavor of the neighborhood, by Mr. Phillips, seconded by Mr. Koenig. Carried. Applicant is to be put on July 11th agenda.

Bell's Addition - South Park Avenue -

Mr. Wally Sobron appeared before the Planning Board on the revised site plan for Bell's Plaza addition on South Park Avenue. Comments were received as follows:

Engineering--1. Curbing is to be placed around the new hydrant on the north line. 2. The guide rail should be extended along the north line to the west corner of the parking lot. Curbing would be an acceptable alternative in this area.

Building Inspection--This 20,639 s.f. area proposed for Little Caesar's, Fayes, Movies Plus and others conforms to recommendation from the previous presented site plan. They moved the hydrant and added more landscaping. Five handicap parking spaces are required and 2 are shown. Three more must be added.

Traffic Safety--1. Only the double rows with handicapped parking have any parking control at all. All between these depend entirely on pavement markings. **Proposed:** All double rows should be marked

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Bells Addition - with signs that clearly indicate exact limitations on parking, including rows with no handicapped parking. Pavement markings are inadequate, badly worn and invisible in winter--not dependable. **Present:** The only no parking signs are between two handicapped spaces, confusing in meaning. **Proposed:** Signs should be at the end of each double parking row to show limitations clearly. **Present:** No parking signs are below handicapped signs, so that view is blocked by parked cars. **Proposed:** Signs should be high enough to be seen clearly over parked vehicles.

Present: Rows end one space short of light poles, even though driving thru that space is impractical. **Proposed:** Rows should go at least to light poles, to provide visible practical endings. **Present:** Pavement markings are invisible, difficult to know just what was marked originally. **Proposed:** No Parking areas should be clearly marked and striped at each location. **Present:** Fire lane is much wider than for other similar plazas, one of the causes of illegal parking. **Proposed:** Investigate making Fire Lane narrower, to correspond to competing market plazas.

Present: Fire lane appears to be wider in front of store. **Proposed:** Use uniform width of fire lane, marked clearly where position changes. **Present:** Marked parking spaces exist on each side of hydrant in front of Bells Store, with one space so very short a car will project into aisle. **Proposed:** Parking prohibition around hydrant should be clarified and made legal. Although a uniform straight fire lane would provide the best parking control, the bulge at the store entrance--exit prevents this from being practical. Therefore markings controlling parking must be that much clearer to compensate for this. Other plazas succeed in controlling parking by adequate markings and this can be done also.

Letter from Kim Fiedler, Director of Leasing on Bells. Planning--we confirm that during construction, the grease separator will be inspected for proper function and we assure you that we will maintain it properly thereafter. **Conservation** - We agree to pick up debris collecting in and around the wetlands and we assure you that we will properly maintain it regularly. **Traffic Safety**--As recommended in the attached 8 point letter from the Traffic Safety Board, we confirm that the parking lot will be restriped to provide more clearly the designated parking spaces and the handicapped spaces. Handicapped signage will be placed higher as illustrated in accompanying drawings--L-4. We will insure that the fire lane is adequately marked and will maintain a width mandated by the Fire Dept. We look forward to this project's being a positive development for our shopping center as well as for the Town of Hamburg. You have our assurance that we will follow-up on these issues within the next two weeks to comply with your requests.

Sheryl Bower noted that she is satisfied with the landscaping plan. There is 1 tree for every 30'.

Motion was made by Mr. Koenig, seconded by Mr. Cary to approve the site plan contingent upon Engineering concerns raised, on

Bells Continued:

parking, and Building Inspection concerns. Carried.

Woods at Versailles - Subdivision review process

Mr. W. Tuyn, Engineer, for Pratt & Huth, appeared before the Planning Board on a concept plan for single family development known as Woods at Versailles. The sketch included 181 lots on 74 acres. They would like to develop the first phase along the Versailles Plank Road of 10 lots. This requires sewer and water extension and a pump station will need to be added. The cul-de-sac has been changed to a thru street. Board members noted that the Conservation Board had some concerns with this property with respect to pioneer roads. The zoning is R-2 and lots are larger than minimum requirements. Five acres of land at the southeast corner has been designated for active recreation. Property north has been designated for passive recreation and storm detention. Twelve acres have been untouched. This area should be labeled as such.

Chairman Crandall noted that it appears that there has been an increase in the amount of lots. The original drawing had 171 lots, and now there are 181. In the one area of green space, 3.79 acres has been dedicated as opposed to the original 4.4 acres. Mr. Crandall pointed out that at the original meeting, a request for reverse frontage on Versailles Plank road was requested. Now, the drawing shows 14 drive cuts onto Versailles, which at the present time, is a road in need of repair and improvement. Comments are as follows:

Planning - Written permission from the Erie County Highway Dept. is required for access on to Versailles Rd. before a preliminary plat approval can be given. A key or vicinity map must accompany the plat. The proposed building setback lines for each street must be shown on the plat. The proposed street names are required. A topographic map is required.

Engineering--1. The "Lands to be conveyed to the Town of Hamburg" should be specified if they are active or passive recreation area. 2. A 15' wide tree preservation area along the south line was eliminated from the previous plan. If the Board requires this, we suggest the following restriction from Section 31-22 be used; "this strip reserved for the planting of trees or shrubs by the owner; the building of structures hereon is prohibited." 3. A site location plan should be added before the public hearing. 4. If some lots are to be for duplex construction, they should be labeled as such on the plan. 5. Most of the lots are now radial or substantially at right angles to street line. We have no objections if a variance is granted for those few lots that are non-conforming.

Mr. Phillips expressed concern over the condition of the Versailles Plank road especially during the winter months. It is

Woods at Versailles Continued

in sad shape now. Comments were also received from the Traffic Safety Board: Concerned about the magnitude of this development, and the large amount of traffic generation. County has advised that there are no funds or plans to either repair or widen Versailles Rd. With this in mind, as well as concerns that potential problems could develop at either end of Versailles as a result of increased generation, the Traffic Safety Board requests that the size of the project be reduced, or that the developer consider funding the road improvements necessary.

Mr. Crandall noted that he would like the County Highway Dept. to review the site and come up with recommendations.

Motion was made by Mr. Phillips, seconded by Mr. Strnad to **Table this project** for a report from the County on the safety conditions, as it relates to the Woods at Versailles project.

Hamburg Distributing - Lakeview Road

Mr. Tom Laird appeared before the Planning Board for a 3,000 s.f. addition to his bulk mail operation which is located on Lakeview Rd. At the present time, new equipment has become available and more room is needed to house everything. Comments are as follows:

Building Inspection--Phase 3 of the storage building is 30' x 130'. Phase V is 30' x 130' and is a frame building. Therefore, it should be at least 30' feet from the steel building, known as Phase III. The new proposed phase IV building will conform to our proposed setbacks, as far as zoning code. Proper drainage should be maintained on this site. Shrubs should be planted in the front lawn area. Driveways should be through the existing building with no additional driveway off of Lake View Road. When construction plans are available, I will review.

Engineering-1. Our file for the site does not contain an approved plan for previous phases. We question if it was previously approved. 2. The roof downspouts for the building should be directed to the ditch along the east property line. SDR 35 P.V.C. pipe should be specified.

Planning--1. The existing and proposed landscaping should be detailed on the site plan. 2. The layout of all off street parking must be shown on the plan.

Chairman Crandall pointed out that there should be a parking layout designated on the site plan. Three spaces are required for the addition. Also, there should be more landscaping particularly along Lakeview Road.

Motion was made by Mr. Strnad, seconded by Mr. Koenig to grant

Hamburg Distributing (Continued)
approval contingent upon submission of a drawing showing all phases of the operation, to designate 15 parking spaces plus 1 handicapped and include Engineering items. Carried.

Club Park Avenue - Tricia Pascale - South Park Avenue

Tricia Pascale appeared before the Planning Board with a request for more parking for the Club Park Avenue on South Park Avenue, as there isn't sufficient room. Ms. Pascal noted that she is presently in litigation with the former builder. Comments are as follows:

Engineering 1. The site plan for this site was approved previously in March of 1989. During the review process in 1989, both neighbors requested that the existing natural buffer not be disturbed. The plan was approved with 10 foot buffer intact and with "some type of low plantings in front between the properties." The present plan shows asphalt within 4 and 6 feet of the property line. 2. We made a field check of the existing site and found the pavement installed within one foot of the line. The parking bumpers have not been installed. Stone has been spread up both sides of the building. The grade drops off very rapidly at the rear of the building. The plan does not show this. 3. The proposed plan would eliminate 4 spaces in front because of the driveways and add 8 in the back. The net gain is 4 spaces. Is this necessary?

Planning--1. The parking lot, entrance and exist must be screened from adjacent lots. 2. The proposed and existing landscaping should be shown on the plan. 3. If a rear building entrance is not to be provided, there should be a raised sidewalk along the side of the building to the front entrance. 4. Land use information should be provided on adjacent properties. 5. An updated Environmental Assessment Form (Short) is requested to be put on file at the Town Clerk's office.

Building Inspection--This revised site plan is an example of poor planning. The building should have been set back further from South Park Avenue. There was plenty of room to do this since it has no sanitary sewers and a septic system is required. Yes, they do need more parking spaces. The only place to put them is in the rear of the building. Attached is a copy of the temporary certificate of occupancy which expired May 15. We are in the process of starting legal proceedings to have this building corrected according to what was approved by the Planning Board and the building permit application. Some of the conditions have been met, but most have not. There is a need for better coordination on this site.

Ms. Pascale noted that on the landscaping, a car landed on what was the existing landscaping and they must wait for the

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Club Park Avenue (Continued)

insurance company before they begin again. Applicant was advised that the paving could be done. There was a question on paving at the approach. Applicant was advised to follow what was approved on the original site plan. The site must be completed as to how it relates with the approval.

Motion was made by Mr. Phillips, seconded by Mr. Koenig to **Table** until the July 25th meeting. Carried.

Motion to adjourn the meeting was made by Mr. Koenig, seconded by Mr. Phillips. Carried. Meeting adjourned at 11:00 p.m.

Respectfully submitted,

Gerard Koenig, Secretary
Planning Board

Next meeting: June 27, 1990