TOWN OF HAMBURG
PLANNING BOARD AGENDA

DATE: 9-27-89

TIME	NAME	PURPOSE
7:30	EXECUTIVE MEETING	
8:00	Linda Mason McKinley Parkway west side	Heritage Square north of Bayview 6 lot subdivision R-1
8:20	Emerald Isle Townhouse E. Burke	
8:40	Clover Tee Southwestern Blvd.	Explanation of site plan
9:00	Blasdell Pizzeria Timothy Garey	Site Plan review
9:20	Keith Fisher Exit 57	Camp Rd.
9:40	Dunn Tire McKinley Parkway	revised site plan
10:00	Frank Parlato Sketch Sub.	McKinley of Soda Pkwy.
	Susan Maloney Hamburg Car Wholesale Inc.	5555 Camp Rd.

Approval of Minutes

1. Manfreda rezonings - Southwestern Blvd. & East Eden Rd.
2. Manor Lane pending preliminary approval
3. Parking lot for South Shore Physical Therapy - Z.B.A.

100% Reclaimed Paper

TOWN OF HAMBURG
PLANNING BOARD MINUTES
9-27-89

The Town of Hamburg Planning Board met in regular session on Wednesday, September 27th, 1989 at 7:30 p.m. in the Hamburg Town Hall. Those attending included: Chairman Richard Crandall, Vice-Chairman Elgin Cary, Secretary, Gerard Koenig, Sandy Carnevale, Steve Strnad, Dennis Gaughan and David Phillips. Others attending included: D. Gorman, Attorney, George McKnight, and Terry Dubey, Stenographer.

Minutes of the meeting of 9-13-89 were approved on motion by Mr. Phillips, seconded by Mr. Strnad. Carried.

Parking Lot for South Shore Physical Therapy - Across from Town Hall

Mr. John Pitarresi appeared before the Planning Board for a proposed parking lot which is to be located at South Shore Physical Therapy at 6091 South Park Avenue. The intent is to install a parking lot and to save two trees. The code requirement on setback is 35', the actual is 10', therefore requiring a 25' variance. Mr. Phillips pointed out that one of the concerns of the Hamburg Future Development is to ask for greater setbacks and provide more green space. Mr. Crandall noted that in this case, there isn't much alternative as the trees are presently there.

Motion was made by Mr. Koenig, seconded by Mr. Carnevale to submit the application to the Zoning Board for a variance on setback. Carried.

Opposed - David Phillips, Steve Strnad

REZONING PETITION OF MR. MANFREDA ON PART OF LOTS 6 AND 14, LOCATED ON SOUTHWESTERN BLVD. AND SOWLES NEAR HOWARD FROM R-2 TO C-1

Mr. A. Manfreda and Mary Zulawski appeared before the Planning Board on a rezoning petition for a sporting goods store to be located on Southwestern Blvd. near Uncle Joe's. The Planning Board originally forwarded a favorable recommendation on the proposal. However, the rezoning was denied by the Town Board. This is a 10 acre parcel near the State Dept. of Transportation and on the side of Uncle Joe's. Mrs. Zulawski noted that a commercial venture on this site is the most logical and best use of the land. It was a Town Board feeling that this was too big a piece to rezone. However, since that time, Blasdell Pizzeria was approved for their rezoning to C-1. It was noted that on the Hamburg Future Development Panel, there undoubtedly will be commercial on Southwestern Blvd. but that care should be taken as to how the strip should be developed. The curb cuts should be minimized and service roads should be considered. Mr. Strnad noted that rezonings should not be taken so lightly. Residents want the Town to stick with the master plan. Mr. McKnight stated that if the

REZONING PETITION OF A. MANFREDA - SOUTHWESTERN BLVD. CONTINUED

rezoning is approved, a stipulation could be made for only one drive cut on to Southwestern Blvd. There is approximately 1400 ft. of frontage. At the present time, there is no possibility for a service road. This could only take place if Uncle Joe's is no longer in existence. There should also be a landscaped area with grass and low shrubbery. There was also a concern raised as to drainage. All drainage is to be directed to Southwestern Blvd.

Motion was made by Mr. Strnad to forward a favorable recommendation to the Town Board for the rezoning for a sports goods store and a zoning change from R-2 to C-1 with the following conditions,seconded by Mr. Carnevale.

1. That there be only one driveway on the parcel.
2. That there be landscaping and a green area.
3. That there be provisions made in the future for a service road, should the Uncle Joe's building be discontinued.
4. This is an expansion of a commercial use that has been there for a long time. Carried.

REZONING PETITION OF A. MANFREDA ON EAST EDEN ROAD NEAR NORTHAMPTON BROOK FROM R-A TO R-1.

Mr. Manfreda appeared on a rezoning petition for East Eden Road near Northampton Brook Drive. The zoning change is from R-A to R-1. The Planning Board forwarded a favorable recommendation to the Town Board but again, this rezoning was denied. One of the objections given was that the sewers could not adequately handle the load. However, Mrs. Zulawski noted that she had a letter from the County stating there is sufficient capacity to accept additional development in this area. Also, after the rezoning hearing was held, 4 people asked to have a hold on these lots and were not opposed to the subdivision request. The lots proposed are larger than those on Northampton Brook. These are 1/2 acre lots.

Motion was made by Mr. Phillips, seconded by Mr. Koenig to **Table** this rezoning request until the letter is received from the County stating that there is adequate sewer capacity to handle a new subdivision. Carried.

MANOR LANE SUBDIVISION - BIG TREE RD. NEAR PARKER

Mr. Wycocki appeared before the Planning Board on the proposed subdivision which is to be located off Big Tree Road near Parker. The matter was tabled pending the following considerations: input from the Recreation Dept., Conservation Board feeling, and approval from Orchard Park Highway to connect into their roads.

The following information was received:

Conservation Board--The site plan we have seen for Manor Lane shows very closely spaced lots over the whole area of the proposed development. The Conservation Advisory Board would support the idea of having the developer convey approximately 10% of the project area to the Town of Hamburg as green space. This area of green space could be used in one or more ways that would be beneficial to the community: Playground or other area developed for recreation - Passive green space (undeveloped except perhaps for some planting of trees) Visual buffer (which might require some planting of trees, particularly if done at Big Tree Rd. end).

We foresee no significant impact on the environment and no conflict with open space areas identified on the Town 2010 Master Plan. The site plan shows no landscaping details. We recommend extensive planting of trees to break the monotony of the closely spaced lots.

Letter recd. from Mr. Lewin--to Richard Tripp, Recreation Director Town of Hamburg & George McKnight.

1. A second means of ingress and egress into the subdivision will be provided by extending the westerly portion of Manor Lane to the intersection of Big Tree Rd., thereby the elimination of the exit onto Saybrook Rd. (rejected by the Town of Orchard Park).
2. The easterly lots s.l. 46 through s.l. 63 will be reduced to 143 feet in depth and s.l. 17 through 34 will be increased in depth to 142 feet to make all rectangular lots equal in depth.
3. It was suggested by Mr. Lewin that the berm located in the rear of lots 12, 13, and 14 be replaced by a stockade fence. Said fence to screen the rear lots of Lots 11 through 14.

It is the opinion of the developers that the creation of a berm greatly affects the useability of s.l. 12 and 13 reducing the useable depth of the lots to approximately 120 feet.

As to the recreational area to be donated by the developers to the Town of Hamburg:

The developers have agreed to donate the now zoned commercial areas at the southwest corner of Parker Rd. and Big Tree Rd. Due to the value of this donation--said land having value of $80,000.00, it was suggested by the developers that the Town except this land "as is";

That all improvements such as extension of storm sewer, water, sanitary sewer, sidewalks, fences, etc. be the responsibility of the Town of Hamburg. The total acreage of the subdivision as calculated by Tallamy is 32.02 acres. The donated total recreational area is 2.32 acres. The difference of required donation 3.02 acres less 2.32 acres of .9 of an acre will be paid by the developer prorated upon obtaining building permits.

Building Inspection: Lots meet minimum requirements. Saybrook is in Orchard Park. Make sure you contact Orchard Park as part of the review.

Orchard Park Highway

To: Mr. O'Neill - This letter is in regard to our telephone conversation on September 15, 1989 in reference to your request to connect Manor Lane to the Town of Orchard Park streets Penhurst/Saybrook. Both of these streets have been constructed with a minimum road base and a pavement width of only twenty feet. They are dead end streets and would not support through traffic. We cannot, therefore, allow Manor Lane to connect to either Penhurst or Saybrook in the Town of Orchard Park.

Please note that there is a drainage ditch paralleling the Town line that drains Penhurst and Saybrook along with areas of Hamburg that must be maintained. Also, there is a sewer easement that you may want to contact our Town Engineer, Mr. Merritt, about.
Ronald Geitter, Highway Supt Orchard Park

Chairman Crandall noted that the location of the playground is in an awkward spot. Mr. Wycocki responded that it is his experience that when a playground is in the back, it encourages teen age hangouts. Playgrounds should be for little tots, not hangouts for teens and drinking parties. Mr. Crandall noted that if there is no other alternative, the matter will be discussed at a later date. Also, the Planning Board takes issue with improvement costs that should be borne by the developer and not the Town of Hamburg. There will be a need for a sidewalk from the entrance to get to the playground, as well as a 6'chain link fence along 3 sides of the property.Property should be graded with topsoil and seeded.

Motion was made by Mr. Koenig, seconded by Mr. Phillips to **Table** this application for a letter of understanding on development costs and the location of the playground. Carried.

HERITAGE SQUARE SUBDIVISION - MC KINLEY PARKWAY.

Ms. Linda Mason appeared before the Planning Board with a sketch of a proposed subdivision layout which is to be located on McKinley Parkway. There will be five lots facing McKinley. Comments received are as follows:

Engineering - 1. A sketch plan of the entire parcel should be presented. 2. The center of pavement radius on the future street is to be a minimum of 150 feet--show the radius on the plan. The lot lines on the curve are to be radial--revise as necessary. 3. The property is in the Hamburg Northeast Sewer District and the Hamburg North Central Water District. 4. The proposed storm and water line shown on the plan have not been reviewed. These utilities must be submitted in detail for review by the Engineering Dept.

Building Inspection: Subdivision is zoned R-1 and does conform to

Heritage Square Subdivision (Continued)
our ordinance for single family dwelling units. The lots are large and exceed code requirement as to size. Sewer is available as well as water on the east side of McKinley. The future street, which is reserved for future development Phase 2, will accommodate very large lots.

Ms. Mason stated that the subdivision has not been laid out completely as the topo is not yet completed. Also, there is an unidentified stream which may require clustering housing. Some of the lots are 20,000 s.f. and will conform to the rest of the homes on McKinley Parkway.

Comments were received from **Engineering** as follows:
1. A sketch plan of the entire parcel should be presented.
2. The center of pavement radius on the future street is to be a minimum of 150 feet--show the radius on the plan. The lot lines on the curve are to be radial. Revise as necessary.
3. The property is in the Hamburg Northeast Sewer District and the Hamburg North Central Water District.
4. The proposed storm and water line shown on the plan have not been reviewed. These utilities must be submitted in detail for review by the Engineering Dept.

It was noted that there should be some type of dedication of green space to the Town. Also, approval must be obtained from the County on the curb cut.

Motion was made by Mr. Koenig, seconded by Mr. Phillips to receive and file Heritage Square and the applicant is to proceed to more detailed drawings. Plan is to be revised for October 11th meeting.Carried.

EMERALD ISLE TOWNHOUSE DEVELOPMENT - E. BURKE

Mr. Burke presented a rendering of the Town house development off Rogers Road. Mr. Burke is looking for conceptual Planning Board feeling subject to Engineering review and Building Inspection approval. Mr. Burke stated that they are putting up attractive monuments at the entranceways. Mr. McKnight stated that he has not had a chance to review the drawing as to number of units, density, or acreage. It was agreed that the layout is in keeping with what Mr. Burke has proposed.

Motion was made by Mr. Phillips to grant **Conceptual Approval only**, contingent upon a review of the driveways, that the drawing be submitted to Traffic Safety and the Building Inspector, seconded by Mr. Koenig. Carried.

PINE GROVE TOWNHOUSES - E. BURKE

Mr. Burke was present on the conceptual drawing for the Pine

PINE GROVE TOWNHOUSES - CONTINUED

Grove Townhouse Units which were presented 2 weeks prior. It was noted that the Engineering Dept. still has a list of concerns dated as of Sept. 25th:
3.3 Specify "No Slag" in the pavement section as per the environmental impact study. 4.3 The radius for the circle should be increased so that delivery and garbage trucks can make the radius without driving on the grass. 5.3 We question the use of 4" pipe for the roof drains with 4 and 5 units connected to it. 9.3 Drainage calculations that were submitted for our review are not acceptable. 10.3 There is a culvert on the plan next to the maintenance building that has been removed. Remove it from the plan or specify a new pipe. 11.3 Curbing is to be installed on the two (2) entrance ways off Coachman's Lane. The curbing shall terminate at the back roadway with the full radius curbed. A detail of the connection at Country Club Lane is required. Show the sidewalks on Country Club connecting to the drive. 12.3 Swales are to be installed over the pipes to the M. H.'s for proper lot grading. 13.3 All Erie County Health requirements must be added to the plan and approval given before Town Approval. 14.3 All Erie County Dept. of Planning requirements must be added to the plan and approval given before town approval.

Also, Mr. Strnad asked for an I.S.O report as to water pressure for fire protection purposes for that entire area. It was requested at the last session from Mr. Burke. Mr. Burke responded that Mr. Peluso has that information at Wanakah Water.

Mr. Burke asked for a letter stating conceptual approval of his project so that it can be subnmitted to the State Attorney General's office. Planning Board is in agreement but that it is **Conceptual in nature only.**

GREEN CLOVER TEE - MARGE BECKER SOUTHWESTERN BLVD.

Ms. Becker appeared before the Planning Board for a review of the work that has been done at the Green Clover Tee on Southwestern Blvd. Mr. McKnight did an on site inspection of the premises and an attempt has been made to begin paving this year. Ms. Becker stated that she hired one contractor to do the work. However, he was dismissed after doing a very poor job. As to the Engineering question of the basins and receivers, there is a sufficient number that have been put in place. The Building Inspection Dept. had a different type of problem with respect to the type of construction and separation of the existing self-storage units, which has since been resolved. The front of the parcel has been landscaped. A great portion of the lot is still stoned and not yet paved. Ms. Becker stated that it is their intent to pave the rest of the area hopefully by next spring. She is to submit a letter stating that this will be done. Paving is to be completed by September of 1990.

BLASDELL PIZZERIA - T. GAREY AND MR. VARISCO - SOUTHWESTERN BLVD.

Messrs. Garey and Varisco appeared before the Planning Board for the proposed Blasdell Pizzeria takeout which is to be located on Southwestern Blvd. Comments were received as follows:

PLANNING DEPT--There are two driveways which is unnecessary and they are not at a 90 degree angle to the street. The buildings and parking are both setback further than the zoning requirements. Thirty parking spaces are shown. The ordinance does not identify parking specifications for take-out restaurants but this seems to be adequate. If there is to be a free-standing sign, it should be located on the site plan. There appears to be no provision to handle storm water runoff. Some pitch arrows point to the rear and all drainage must be to Southwestern or to a detention pond.

ENGINEERING - (1) One (1) entrance road to Southwestern is to be eliminated. 2. The entire frontage of the parcel is to have storm pipe installed in the ditch. 3. A State Permit is required. 4. A swale is to be installed along both sides of the building in the greenway. 5. The note for the existing natural area to the south of the site is to be revised so that any disturbed areas are topsoiled and seeded and not oil shot. 6. Elevations are required for all storm sewer pipes, catch basins, and pavement areas. 7. Specify C.M.P. pipe for the 6" roof drain. 8. The sewer tap from the existing structure is to be utilized.

BUILDING INSPECTION - The scale on the site plan is too small. A location of roof drains to receivers is needed on the drawings. Thirty parking spots have been designated and 2 are required for the handicapped. The detached sign should be set back a minimum of 5' from the front property line and 20' from the side. All rounded curbs should be poured in place. There is no inside seating for this is a take out service only. Detail of outside lighting is needed. Elevations should be indicated on the building, parking lot, receivers, sidewalks and curbs. A landscaping plan is also needed.

Site plan is to be revised reflecting aforementioned changes. There should also be a seal on the drawing.

Motion was made by Mr. Koenig, seconded by Mr. Phillips to **TABLE** this project until the October 11th meeting. Carried.

KEITH FISHER - EXIT 57 FORMER TRUCK WORLD LEISURELAND SITE - CAMP RD.

Messrs. Liberatore and Fisher appeared before the Planning Board for site plan review for an additional building which is to be located on the former Leisureland, Truck World site on Camp Road.

KEITH FISHER CONTINUED

Comments were received as follows:

Letter from State Dept. of Transportation - On September 8, 1989, Robert Dalfonso of my staff discussed with you Niagara Scenic's proposed expansion at Leisureland-Truck World. This expansion was to include truck service, school bus and motor coach facilities. Mr. Dalfonso was informed that this project was currently being reviewed by the Town through the SEQR process. Given this review, it was our Department's opinion that a traffic study should be required from the developer by the Town to determine the project's impact on the transportation system. In response to our request for a traffic study, Mr. Keith Fisher, contacted our dept. to arrrange a meeting to discuss the proposed expansion. On Sept. 12, 1989 a meeting was held with following representatives: Robert Dalfonso, Civil Engineer I, Robert O'Connor Civil Engineer II, William Gruber, Sr. Transportation Analyst, NYSDOT, Keith Fisher, Sam Liberatore.

At the meeting, Mr. Fisher explained the proposed expansion will only include the truck servicing facility. In light of this information, our Department will not require a traffic study at this time. When approval for the additional facilities is submitted to the Town by Niagara Scenic, we request our Department be included in the SEQR process so we may comment on the need for a traffic study. If the meantime, if you have questions, contact Robert Dalfonso at 847-3265. SIGNED R. J. RUSSELL, REGIONAL DIRECTOR BY R. E. O'CONNOR, TRAFFIC AND SAFETY GROUP.

Engineering - 1.2 Permission must be obtained from the Southtowns Sewage Treatment Agency for connection to their trunkline. Provide a copy of the permit. 2.2 The "New Stone" area shown is not acceptable. It is to be "new paved area." 3.2 The Truck World site plan in 1987 shows an open drainage ditch through the proposed site. Where will the runoff go now? 4.2 Show the pipe size, slope, length, material, and invert elevations for the proposed storm sewer and ditch. More than one catch basin should be installed to drain and area that large.

BUILDING INSPECTION - The size of the piping should be shown on the plan. Anything that is buried under the parking lot should be at least 14 gage. Outside of the paved area, it should be 16 gage. If it is less than 4 feet, it should be encased. Blacktop should be provided from the handicap parking spaces to the entrance doors, near the rest room area. No parking should be provided within 50 feet of the building per fire regulations. On page 3 of 6, the doors should swing the other way on the demising wall between bay 1 and bay 2. There should also be an exit light above the door and an emergency light pointing at the door. There are no details of this wall. Ventilation blowers and pits by the owner should indicate the amount of air changes per hour. On page 3A of 6, grab bars at the rear of both water closets should be installed 2 feet

KEITH FISHER CONTINUED
long in the handicap stalls. I need a copy of the plans for the proposed fire stoppings in the rest room area if walls are over 8 feet high. I also have to know about the interior finishes. I need a copy of the letter from the Scranton Fire Chief stating that he has received the hoses from the owner to be available in the event of a fire from the closest hydrant, which is 350 feet away.
JOHN LAUCHERT

Letter from Glenn Zawierucha - Scranton Fire

Mr. Zawierucha stopped into the Planning Office on September 15th, with respect to the fire hydrant situation at the former Leisureland site. In his estimation, the option of the purchase of 800' feet of large diameter hose and necessary fittings is a temporary solution. (within 4 to 5 years, which is the life expectancy of the hose.) Arrangements should be made for a hydrant in the future so as to protect that development. If there are additional buildings, a hydrant is then necessary.

On the issue of the fire hydrant, Mr. Liberatore noted that the hydrant that is next to the movie theater is on the same line as the sprinkler system and does not go to the building. The fire chief noted that they have to string the hose across the road.

Mr. Strnad introduced Mr. Krajewski who is a fire instructor and is associated with the State Academy at Montour Falls. The present structure that is there is already deficient as far as fire protection is concerned. There is only one hydrant that supplies water. Prior to today, the fire flow plan was from a tandem pump, across the road because the hydrant on premise is strictly for the sprinkler system. The incoming engine is assigned to go to that standpipe. The fire dept. connection ties into that connection. That is input only. This is the hydrant at the movie theater. That is the only commitment. It can no longer do any fire-fighting. The rest of the water supplies have to come from the hydrant across the road.

Mr. Liberatore stated that there is a fire hydrant at the corner of that end of the property. This year, the Thruway Authority was doing repair on the Thruway. They got water from that hydrant and when I called I was told it is a public hydrant and they can tap from that water. Seven feet away is an extension with my fire system that feeds from it. It is my line and belongs to Leisureland. The hydrant there is a public hydrant.

In the event of a fire, they use the hydrant as a supplement to the sprinkler system. We do not use that hydrant for fire-fighting. Mr. Liberatore noted that the hydrant by the theater will supplement for fire-fighting purposes. The hydrant at the corner has sufficient pressure. This is how the agreement was made with the Fire Company to purchase the hose necessary to reach that.

Keith Fisher Continued

Mr. Fisher stated that he met with Glenn Zawierucha and it is his understanding that with regard to the hydrant situation. We have made a commitment to the Fire Company to pay $8,000 to supply the hose necessary from the fire hydrant, whether across the street, or wherever, and to string back far enough if there is a fire in our proposed building. Along with the fire hose, we have committed to purchase equipment for a booster pump thru the fire company to get the proper pressure to fight a fire. I have discussed the matter with the Fire Chief and we came to an agreement.

Mr. Strnad stated that he made a recommendation to the Fire Company to put a hydrant back there.

Chairman Crandall asked that the Town Engineer, Jack Gilbert review this matter and report back to the Planning Board. I want someone from the Town to go out and look and report the findings to us.

Mr. Phillips also asked that the Fireman put his concerns in writing. We cannot understand what is being discussed. Mr. Krajewski is a volunteer. I want the information brought back to use by Jack Gilbert. He is the Town Engineer and that is the only person I will listen to.

Mr. Strnad noted that he is familiar with Leisureland. I have been present to respond to a fire there. In addition, a Truck stop was added to it overnight. There is that much more exposure if there is a fire. In addition to that, there used to be a large swimming pool but has since been filled in by Mr. Liberatore. There is another building proposed. The code calls for a hydrant to be located 500' maximum. The distance from the end of this building is approximately 1200 feet. The question is how much water do you need to suppress a fire and how much water comes from a 5" hose. This is inadequate. 1,000 feet of 5" hose will give you 1100 gallons of water per minute. Mr. Krajewski gave two tapes of a fire in Flagstaff Arizona of a fire with new construction. The codes were in place with water in excess. The amount of water required to suppress a fire is 24,000 s.f. and 2700 gallons of water per minute. You get 1100 with a hose for one building.

Mr. Strnad stated that he is strong on fire protection. I feel hydrants are required back there for the Leisureland complex.

Mr. Keith Fisher commented that we have followed the site plan review process. At no time, did Mr. Gilbert of the Engineering Dept. indicate that there is a problem with the hydrant situation. We have gone to the Scranton Fire Dept. and came to an agreement. We have a financial commitment to get this building up. We have materials on order and if Jack Gilbert did not express concern, and the letter from Glenn Zawierucha indicates there is no problem, why

KEITH FISHER (CONTINUED)

can't we get this approved? We have done everything that is required of us. Now expecting to have this approved, now there is more objection and it will be years before we get this approved.

Mr. Phillips noted that there may not even be enough water capacity there now to fight a fire, until a thorough review is done. The closest hydrant is 1200 feet away.

Mr. Strnad stated that he has discussed the matter with the Engineering and Building Inspection Depts. It appears that they are playing games.

Mr. Fisher responded that his family has been doing business in Hamburg for many years. We could be here forever and never get our building built. The Town Engineer was made aware of this situation and nothing was mentioned. Mr. Strnad stated that a new hydrant would cost about $30,000 and feels it should be in place now. The expense is in bringing the line in.

Mr. Fisher asked if site plan approval could be given contingent upon the Town Engineer. It is my understanding that the issue is the fire hydrant. Mr. Fisher met with Southtowns Sewer and there are no problems with that aspect. The issue of water capability as to fire-fighting is yet to be resolved by the Town Engineer.

Motion was made by Mr. Carnevale, seconded by Mr. Phillips to approve the site plan contingent on Engineering, Building Inspection and the issue to be resolved on proper water capability for fire-fighting purposes. Carried.

Steve Strnad voted "No" and will continue to vote no until a fire hydrant is in place every 500'. One Naye.

Mr. Crandall is going to review this matter. The Planning Board is under a great deal of criticism and this is the type of issue where we have given our full consideration, we later find out something that comes back to haunt us when we legitimately did not know about. I thank Steve for bringing this to our attention. You could have a bad fire and this board would be criticized for approving the site plan. Now, we are on record that we will get to the bottom of it. If there is something wrong, it must be corrected.

DUNN TIRE COMPANY PROPOSED SITE ON MC KINLEY PARKWAY.

Mr. Brad Griffith appeared before the Planning Board with a revised site plan for Dunn Tire which is to be located on McKinley Parkway. The following correspondence has been received:

Building Inspection - There is no scale on the location map to determine if this is a C-2 property. There are no floor plans for

Dunn Tire Continued

Building Inspection - the construction type. The parking exceeds what is required in the code with 43 parking spaces shown. The entrance to the building or the ramp to the sidewalk should be at grade with the proposed building. It should be shown as close to the handicap parking spaces as possible as the building must be accessible to the handicap. Rounded curbs should conform to curb detail, which means they are poured in place. The sidewalk should be at least 3 feet, 6 inches wide.

Engineering - 3.2 The open ditch on Allendale Pkwy. is to be piped for the entire frontage. Show the pipe size on the plan. 4.2 The storm sewers on the site are connected into the county system on McKinley Parkway. Permission must be obtained from the County. The 8" c.m.p. between cb's is to be a minimum 10'size. There are math errors on the pipe grades. Show the length of the pipe required. Review the possibility of reducing the pipe slope to obtain more cover on the pipe. Show the pipe data on the pipe run to the county system. 5.2 Permission to connect to the Allendale waterline must be obtained from the Erie County Water Authority. Their standard procedure would require connection on McKinley Parkway.

Planning - The site plan has been amended so that there is no parking on the extension to Allendale and a stockade fence is shown to be erected across the east property line. There is now only one driveway.

The residents of Allendale Parkway stated that they are relieved that the one back portion will remain undeveloped. There is also concern of Pat Wilson that this proposal would adversely affect her property as the noise, the headlights from this operation will be directly in her back yard. She asked if the stockade fencing could be extended for a length of 140' and that it be six feet in height for screening purposes.

Motion was made by Mr. Koenig, seconded by Mr. Carnevale to approve the site plan for Dunn Tire contingent upon the addition of a 6' stockade fence to be added to the north side of the property from a line parallel with the front of the building to their rear property line approximately 140 feet & Engineering approval. Carried.

It was also suggested by Mr. McKnight that the 60' wide strip to Allendale should be rezoned residential.

FRANK PARLATO - SKETCH OF MC KINLEY PARKWAY SUBDIVSION NEAR SODA PARKWAY. (FORMERLY PAUL BACH TOWNHOUSE PROPERTY).

Mr. Frank Parlato appeared before the Planning Board on a

be used for a private park for the residents in that area. The homeowner's association will maintain it. The size of the lots are 1/2 acre. The green area will be left in its natural state. It was noted that the concept is acceptable to the Planning Board. A preliminary should be drawn for public hearing. Comment were received as follows:

Engineering - 1. Horizontal curves in the subdivision are to have a centerline radius of at least 150 feet--the radius at S.L. #7 is to be revised. 2. McKinley is a County road. A permit will be required. The developer should (with County permission) install a crossing to the south bound lane of McKinley opposite the proposed street. 3. The maximum length for a permanent dead end street is 500'. The proposed street is over 1000 feet in length. 4. All lot lines are to be radial or right angles to the street lines. 5. The site is within existing sanitary and water districts. 6. The name of the owner or his agent is to be shown. 7. The names of the adjacent owners and the Soda Tract Subdivision are to be shown. 8. Proposed street name must be submitted for review by this office and Fire Control.

Planning - The proposal is to build 24 houses on 45 acres. All lots are in excess of the zoning requirements and the remaining area is proposed to be private open space for the 24 families. Applicant should also fill out an Environmental Assessment Form.

Motion was made by Mr. Phillips, seconded by Mr. Koenig to give conceptual approval to the proposed subdivision and that the applicant proceed to a preliminary sketch under the subdivision regulations. Carried.
Sketch to be submitted to Highway Dept.

Other Matters -

Mr. Cary stated that a memo should be forwarded to the Town Board that recreation fees should be increased as they are out of line for modern times.

Hamburg Future Development Advisory Board

Mr. Crandall stated that an interim report was presented to the Town Board at the meeting of September 25th outlining some recommendations that have been compiled thru this committee. It will take at least a month longer to have the final report compiled.

Motion to adjourn the meeting was made by Mr. Koenig, seconded by Mr. Phillips. Carried. Meeting adjourned at 11:30 p.m.

Respectfully submitted,

Gerard Koenig, Secretary
Planning Board

Next Meeting
October 11, 1989 - 7:30 p.m.

TOWN OF HAMBURG

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

Supervisor
JACK QUINN, JR.

Councilmen
D. MARK CAVALCOLI
JAMES F. CONNOLLY
DANIEL J. HENRY
PATRICK H. HOAK

Town Attorney
VINCENT J. SORRENTINO

Town Clerk
GEORGE DANYLUK

Supt. of Highways
RICHARD A. SMITH

Receiver of Taxes
ROBERT A. MARS

September 28, 1989

To: Mr. Jack Gilbert, Town Engineer

Subject: Hydrants at the former Leisureland site - Now Exit 57 - Truck World

At the Planning Board meeting held on September 27th, the issue of fire hydrants came up with respect to the building addition of Keith Fisher, Leisureland site.

We would like the Town Engineer to report to the Planning Board on the water capacity of the hydrant that is located near the cinema as well as the one across the street on Camp Road. Is this a sufficient water supply to protect the buildings located at Leisureland? Our next meeting is October 11th. We will need an answer by that time.

Sincerely,

TOWN OF HAMBURG PLANNING BOARD

Richard Crandall, Chairman

RC:tad

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September 28, 1989

Richard A. Smith, Highway Supt.
Evans Place
Hamburg, N. Y. 14075

Subject: McKinley Parkway Subdivision

Attached is a sketch of a proposed 24 sub lot subdivision to be located on McKinley Parkway near Soda Parkway. This was the original Paul Bach rezoning which he has now sold to Mr. Parlato. Could you review the drawing for any concerns you might have relative to this subdivision.

Sincerely,

TOWN OF HAMBURG PLANNING BOARD

Richard Crandall, Chairman

RC:tad

Master Plan OK, But Rules Need Stricter

By EILEEN A. HOTHO

The Town of Hamburg's 2010 master plan is probably better than adequate but town rules and regulations should be more strictly enforced.

These were some of the sentiments expressed to the Hamburg Future Development Advisory Panel by town citizens at the panel's five public information sessions and meetings held with homeowners and taxpayers groups, panel Chairman Richard Crandall told the Hamburg Town Board at its Monday night (Sept. 25) meeting.

Just prior to Crandall's interim report presentation, Supervisor Jack Quinn Jr. confirmed the panel will continue to meet as a town standing committee which will review development.

The panel, with 11 members and 11 alternates, was created by the town board to review the current 2010 town master plan and zoning code and hear what town residents wish to see in future town development.

Persons on the panel included representatives from many town departments and committees. Additionally, "there was a member of the Erie County Department of Environment and Planning who sat in on just about every meeting," Crandall said.

Quinn said a public information session will be held Wednesday, Oct. 18 at 7 p.m. in the Hamburg Town Board chambers to allow residents to question the panel's findings or make further comments prior to publication of its conclusions.

Among the panel's findings were:

- "We found an overriding concern with development in the town, both residential and commercial," Crandall said. Along those lines, residents pointed out a need for the town to be selective about what types of development come into town. "The recent concern with the proposed recycling center proves that point," Crandall said, adding residents do not want such developments as garbage dumps or things of that nature.
- The master plan is good and acceptable. Crandall said the county told the panel Hamburg has one of the most current master plans.
- The average town citizen wants a reduction in rezonings in town. Requests should not be granted "automatically."
- Residents are concerned with the waterfront. Many expressed concern for the future of the waterfront, saying they do not wish to see high rise buildings and want public access maintained.
- Some expressed concern that Eighteen Mile Creek be preserved.
- Increasing traffic problems were

Enforcement, Panel Says

mentioned.

- It was concluded there is not enough citizen understanding regarding the zoning and planning process.
- In some cases, conflicting attitudes were expressed — sometimes by the same individual. Some felt more residential development should take place in Hamburg while others felt less should be allowed. The same could be said regarding commercial development.
- There is a strong need for intergovernmental coordination throughout town governments. This also holds true for the town's volunteer boards.
- Most of the population does not object to growth which is considered to be controlled well and properly but do object to what they see as disorganized.
- People want input regarding the agendas of the planning board and zoning board of appeals. Some expressed the desire to change the current practice of the town notifying residents within 500 feet of a proposed zoning change to include possibly, those within 1,000 feet of a proposed rezoning. That is one option which could be looked at, Crandall said, but warned taxpayer costs could rise.
- Residents were concerned with the preservation of greenspace, Crandall said, but again warned, needed funding could cost residents.
- Most residents support the Southtowns Connector. The objections expressed were minor.
- Most of the population expressed opposition to the proposed recycling facility in Ravenwood Industrial Park North. "But the town must find a solution (to state recycling mandates) or a higher agency will make the choice for

See Master Plan, Page 16

Master Plan...

...from page 1

us. The next time we may have no control," Crandall said.

- Mass transit. Hamburg, as well as all Southtowns communities are left out here.
- Housing. There is a need for some affordable housing in Hamburg, whether it is in Scranton or wherever, but it is needed.
- We need zoning code review to address the need for good development to strengthen the tax base. We must also have a solid infrastructure to support development.
- There is a need for stronger enforcement of the town's rules and regulations. This could result in the need for more staff.

Quinn said plans have already been made for the panel to meet quarterly through 1990 in January, April, July and October.

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Receiver of Taxes
ROBERT A. MARS

September 5, 1989

Whitford and Koelmel Associates
39 Long Avenue
P.O. Box 202
Hamburg, N.Y. 14075

Dear Gentlemen:

RE: SEWERLINE EXTENSION - SHELDON ROAD

On August 31, 1989 we received a sewer layout dated August 8, 1989 for the subject site. We will not review the plan until the Planning Board approves the re-subdivision of this parcel. A Drainage Plan must also be submitted for review.

If you have any questions please call the Engineering Department.

Very truly yours,

Richard J. Lardo

Richard J. Lardo
Principal Engineer
Town of Hamburg

RJL/dp
CC: Planning Board

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TO: Planning Board

DATE: 9-25-89

FROM: Town Engineer Gilbert

SUBJ: SITE PLAN REVIEW
BLASDELL PIZZA - SOUTHWESTERN BLVD.

The following are review comments on plans dated 9-21-89:

1. One (1) entrance road to Southwestern is to be eliminated.

2. The entire frontage of the parcel is to have storm pipe installed in the ditch.

3. A State Permit is required.

4. A swale is to be installed along both sides of the building in the greenway.

5. The note for the existing natural area to the south of the site is to be revised so that any disturbed areas are topsoiled and seeded and not oil shot.

6. Elevations are required for all storm sewer pipes, catch basins, and pavement areas.

7. Specify C.M.P. pipe for the 6" roof drain.

8. The sewer tap from the existing structure is to be utilized.

We require all comments to be addressed for approval. Our review plans are not being returned with these comments.

Jack Gilbert

RJL/dp

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TO: Planning Board

FROM: Engineering Dept.

DATE: 9-25-89

SUBJ: SITE PLAN REVIEW #2
LEISURELAND ADDITION CAMP ROAD

The following are comments on a plan last revised 9-13-89:

1.2 Permission must be obtained from the Southtowns Sewage Treatment Agency for connection to their trunkline. Provide a copy of the permit.

2.2 The "NEW STONE" area shown is not acceptable. It is to be "new paved area".

3.2 The Truck World site plan in 1987 shows an open drainage ditch through the proposed site. Where will the runoff go now?

4.2 Show the pipe size, slope, length, material, and invert elevations for the proposed storm sewer and ditch. More than one catch basin should be installed to drain an area that large.

All comments must be addressed for approval. Our review plan is not being returned with these comments.

Jack Gilbert

RJL/dp

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RICHARD A. SMITH

Receiver of Taxes
ROBERT A. MARS

TO: Planning Board

FROM: Engineering Dept.

DATE: 9-25-89

SUBJ: SITE PLAN REVIEW #2
DUNN TIRE - MCKINLEY PKWY.

The following are review comments on a plan dated 9-6-89, revised 9-20-89 and received on 9-25-89:

3.2 The open ditch on Allendale Pkwy is to be piped for the entire frontage. Show the pipe size on the plan.

4.2 The storm sewers on the site are connected into the county system on McKinley Pkwy. Permission must be obtained from the county. The 8" c.m.p. between cb's is to be a minimum 10" size. There are math errors on the pipe grades. Show the length of pipe required. Review the possibility of reducing the pipe slope to obtain more cover on the pipe. Show the pipe data on the pipe run to the county system.

5.2 Permission to connect to the Allendale waterline must be obtained from the Erie County Water Authority. Their standard procedure would require connection on McKinley Pkwy.

All comments must be addressed for approval. Our review plan is not being returned with these comments.

Jack Gilbert

RJL/dp

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ROBERT A. MARS

September 25, 1989

To: The Planning Board

Re: Dunn Tire
McKinley Parkway

SITE PLAN REVIEW

There are no measurements to intersection of McKinley Parkway and Southwestern Boulevard, or from McKinley Parkway to Dorchester. On Allendale, there are no measurements to Dorchester or Sheldon Road. Therefor, there is no scale on the location map to determine if this is a C2 property.

There are no floor plans for the building for construction type. The parking exceeds what is required in the code with 43 parking spaces shown. I can not tell exactly how much is required because under 29-19(c) three spaces per bay equals 15 plus retail area plus office area. There are 4 handicap spaces shown, which is more than what is required. The entrance to the building or the ramp to the sidewalk should be at grade with the proposed building. It should be shown as close to the handicap parking spaces as possible as the building must be accessible to the handicap.

I assume that the rounded curbs conform to the curb detail, which means that they are poured in place. Please tell me what the rest of the curbs will be constructed of, which separates the paving from the green area. The sidewalk should be at least 3 feet, 6 inches wide.

When the plans are complete for the building I will review.

Sincerely,

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

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Receiver of Taxes
ROBERT A. MARS

TO: Planning Board

FROM: Engineering Dept.

DATE: 9-25-89

SUBJ: PRELIMINARY PLAN REVIEW
FRANK PARLATO - MCKINLEY AT SODA

The following review comments are on plans dated 9-20-89:

1 -Horizontal curves in the subdivision are to have a centerline radius of at least 150 feet - the radius at SL #7 is to be revised.

2 -McKinley is a County road. A permit will be required. The Developer should (with County permission) install a crossing to the south bound lane of McKinley opposite the proposed street.

3 -The maximum length for a permanent dead end street is 500'. The proposed street is over 1000 feet in length.

4 -All lot lines are to be radial or right angles to the street lines.

5 -The site is within existing sanitary and water districts.

6 -The name of the owner or his agent is to be shown.

7 -The names of the adjacent owners and the Soda Tract Subdivision are to be shown.

8 -Proposed street name must be submitted for review by this office and Fire Control.

Our review plan is not being returned with these comments. All comments must be addressed for approval.

Jack Gilbert

RJL/dp

One Commerce Place, Inc.
Alvin M. Panahon, M.D.
Vilasini M. Shanbhag, M.D.
3633 Commerce Park
Hamburg, New York 14075

September 14, 1989

Mr. Richard Crandall, Chairman
Hamburg Planning Board
6100 South Park Avenue
Hamburg, NY 14075

Dear Mr. Crandall:

It has recently come to our attention that Procorp Developments, Inc. has indicated a desire to develop a portion of the Commerce Park area as a truck stop.

As you are aware, we have recently commenced operation of our new medical facility at Commerce Park, the cost of constructing and equipping of which was in excess of $1,500,000.00. It is our feeling that the transformation of a portion of the area into a truck stop will not only adversely affect the appearance of the area, but that the resultant traffic and fumes which will necessarily be present will have an adverse physical effect on our patients.

We have also been advised that the proponents of this project claim to have discussed the matter with us and that we have indicated no objection. The purpose of this letter is to make clear our opposition to this project, and our intent to object by any legal means to a change in zoning or any steps which may be taken to provide for the construction of a truck stop in Commerce Park.

Very truly yours,

ONE COMMERCE PLACE, INC.

Alvin M. Panahon, M.D.

Vilasini M. Shanbhag, M.D.

INV. 32

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

ROBERT J. RUSSELL
REGIONAL DIRECTOR

FRANKLIN E. WHITE
COMMISSIONER

September 14, 1989

Mr. George McKnight
Town of Hamburg Planning Dept.
S-6100 South Park Ave.
Hamburg, New York 14075

Re: Niagara Scenic
Proposed Expansion - Leisureland-Truck World
Camp Road, Hamburg, New York

Dear Mr. McKnight:

On September 8, 1989, Robert Dalfonso of my staff discussed with you Niagara Scenic's proposed expansion at Leisureland-Truck World. This expansion was to include truck service, school bus and motor coach facilities.

Mr. Dalfonso was informed that this project was currently being reviewed by the Town through the SEQR process. Given this review, it was our Department's opinion that a traffic study should be required from the developer by the Town to determine the project's impact on the transportation system.

In response to our request for a traffic study, Mr. Keith Fisher, President of Niagara Scenic, contacted our Department to arrange a meeting to discuss the proposed expansion.

On September 12, 1989, a meeting was held at the Donovan State Office Building. In attendance were the following representatives:

Robert Dalfonso	-	Civil Engineer I, NYSDOT
Robert O'Connor	-	Civil Engineer II, NYSDOT
William Gruber	-	Senior Transportation Analyst, NYSDOT
Keith Fisher	-	President - Niagara Scenic
Sam Liberatore		

At the meeting Mr. Fisher explained the proposed expansion will only include the truck servicing facility. In light of this information, our Department will not require a traffic study at this time.

When approval for the additional facilities is submitted to the Town by Niagara Scenic, we request our Department be included in the SEQR process so we may comment on the need for a traffic study.

In the meantime if you have any questions, please call Robert Dalfonso at 847-3265.

Very truly yours,

R. J. RUSSELL
Regional Director

by: Robert E. O'Connor

R. E. O'Connor
Traffic and Safety Group

REO'C:RJD:jj

One Commerce Place, Inc.
Alvin M. Panahon, M.D.
Vilasini M. Shanbhag, M.D.
3633 Commerce Park
Hamburg, New York 14075

September 14, 1989

Mr. Richard Crandall, Chairman
Hamburg Planning Board
6100 South Park Avenue
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We have also been advised that the proponents of this project claim to have discussed the matter with us and that we have indicated no objection. The purpose of this letter is to make clear our opposition to this project, and our intent to object by any legal means to a change in zoning or any steps which may be taken to provide for the construction of a truck stop in Commerce Park.

Very truly yours,

ONE COMMERCE PLACE, INC.

Alvin M. Panahon, M.D.

Vilasini M. Shanbhag, M.D.

New York State Department of Environmental Conservation
50 Wolf Road, Albany, New York 12233

Thomas C. Jorling
Commissioner

SEP 21 1989

To The Regulated Community and The General Public

RE: Proposed 6 NYCRR Part 368
Recycling Emblems Regulations

Enclosed is a new Page I-11, which shows the Society of the Plastics Industry, Inc. (SPI) symbol, to be inserted into the New York State Department of Environmental Conservation's Draft Recycling Emblems Regulations, proposed 6 NYCRR Part 368, dated September 1989 which we previously sent to you. This Page I-11 dated (9/19/89) replaces the existing Page I-11.

We sent you these Draft Recycling Emblems Regulations by first class mail on September 13, 1989. Due to an oversight during printsetting, the SPI symbol was omitted from Page I-11.

If you have any questions on this matter, please contact Mr. Peter M. Pettit, of my staff, at (518) 457-3966.

Sincerely,

Norman H. Nosenchuck, P.E.
Director
Division of Solid Waste

Enclosure

New York State Recycled Paper
Printed on Recycled

DRAFT

letters pertaining to the resin composition of the plastic. The three arrow portion of the plastics symbol must not be used in the absence of the New York State emblem.

The following list constitutes the number and letters to be used for all plastic materials.

Resin Type	Number (x)	Letter (y)
Polyethylene Terephthalate	1	PETE
High Density Polyethylene	2	HDPE
Vinyl	3	V
Low Density Polyethylene	4	LDPE
Polypropylene	5	PP
Polystyrene	6	PS
Other	7	OTHER

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Receiver of Taxes
ROBERT A. MARS

September 25, 1989

To: The Planning Board

Re: Heritage Square Subdivision
West side of McKinley Parkway, North of Sowles Road
Preliminary Plans

SUBDIVISION REVIEW

This proposed five lot subdivision is zoned R1 and it does conform to our ordinance for single family dwelling units. They are very large lots and exceed what is required in the code. Sewer is available and water is available on the east side of McKinley Parkway. The future street, which is reserved for future development phase 2, will accommodate very large lots, also.

When more plans are available, I will review.

Sincerely,

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

JJL/ls

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September 25, 1989

To: The Planning Board

Re: Manerlane Subdivision
Off Parker, nearer Big Tree

SUBDIVISION REVIEW

This 113 unit subdivision appears to conform to the R2 zoning classification. It appears that the lots do meet the minimum requirements. Saybrook Drive is in Orchard Park. Make sure you contact the Town of Orchard Park to be part of your review.

We need all types of subdivisions of different lot sizes in the Town of Hamburg to meet the needs of the people.

When more plans are available, I will review.

Sincerely,

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

JJL/ls

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September 25, 1989

To: The Planning Board

Re: Pizza Service
Southwestern Boulevard
Mr. H. Darisco

SITE PLAN REVIEW

The scale on the site plan is too small. A location of roof drains to receivers is needed on the plans. They have 30 parking spaces in which 2 are required for the handicap. The handicap parking spaces are 9 by 12-1/2 feet. The detached sign should set back a minimum of 5 feet from the front property line and 20 feet from the side. All rounded curbs should be poured in place. There is no inside seating for this is a take out service only.

I need a detail of the outside lighting. I need elevations on the building, parking lots, receivers, side walks, and curbs. A landscaping plan is also needed.

Only one set of plans was received. If 2 sets were received, I could have shown you how to correct the mistakes on the interior of the building.

Sincerely,

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

JJL/ls

LOCKSLEY PARK TAXPAYERS ASSOCIATION, INC.
S-4564 Exeter Terrace
Hamburg, New York 14075

September 21, 1989

Mr. Richard Crandall
Chairman
All Board Members
Town of Hamburg Planning Board
Town of Hamburg
S-6100 South Park Avenue
Hamburg, New York 14075

Subject: TAX ABATEMENT AND TAX FORGIVENESS

Dear Gentlemen:

We are being made aware of the large tax abatements and tax forgiveness that are being allowed by the Industrial Development Agency in the Town of Hamburg. The latest examples are

1.) Tax abatement to the Holiday Inn for expansion: 100% for 10 years. Holiday Inn is a 2.25 billion corporation.

2.) Tax abatement to Benderson Development for an office building and a distribution building: 100% for 5 years. Benderson now owns 4 plazas in Hamburg that are half empty and they are in the process of building 2 more.

3,) Tax forgiveness is being considered for an Automotive Service Type Plaza and Self-Storage facility near Hamburg Town Hall, which one official said could total approximately $40,000.

Every year our School taxes, Town taxes, and County taxes increase. With the amount of new construction going on in the Town of Hamburg, if the tax assessments were collected, there would surely be a surplus of revenues in the Town coffers.

Every dollar you allow in tax abatement and sales tax forgiveness must be made up by US, the taxpayers.

All of the Town Officials, whether voted in or appointed, must feel there is no end to this tax increase ladder we are on.

In a Town that is being besieged by inquires for building and developing, we see no need for Tax abatement or Tax forgiveness, especially for commercial or retail operations.

Gentlemen: We suggest the time spent in this IDA Committee would be better spent in the more important task of running the Town without these massive give-aways, that cost <u>every</u> taxpayer in the Town of Hamburg.

Respectfully,

Locksley Park Taxpayers

Paul J. Howe

PAUL J. HOWE
President

PJH:sh

TO: Hamburg Town Board July 22, 1989

FROM: Raymond C. Vaughan, Conservation Advisory Board

SUBJECT: Proposed Rezoning/Manor Lane Subdivision on East Side of Parker Road near Big Tree Road (SEQR 89-25)

We foresee no significant impact on the environment and no conflict with open space areas identified on the Town of Hamburg 2010 Master Plan. The site plan dated 3-22-89 shows no landscaping details. We recommend extensive planting of trees to break the monotony of the closely spaced lots.

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RICHARD A. SMITH

Receiver of Taxes
ROBERT A. MARS

MEMORANDUM

TO: Planning Board

FROM: Traffic Safety Advisory Board TAE

RE: Proposed Dunn Tire Center, McKinley Parkway

DATE: September 18, 1989

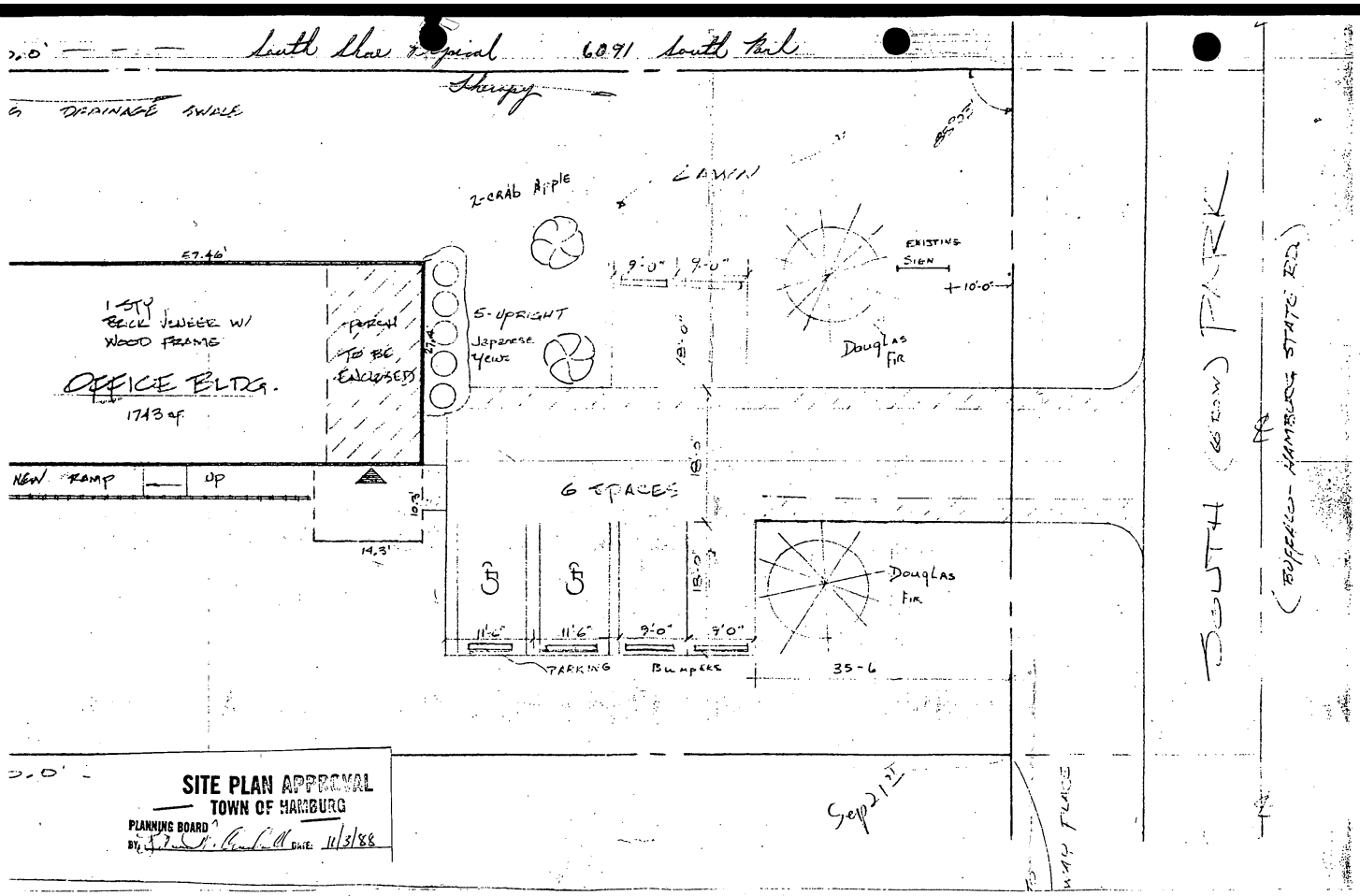
Comments:

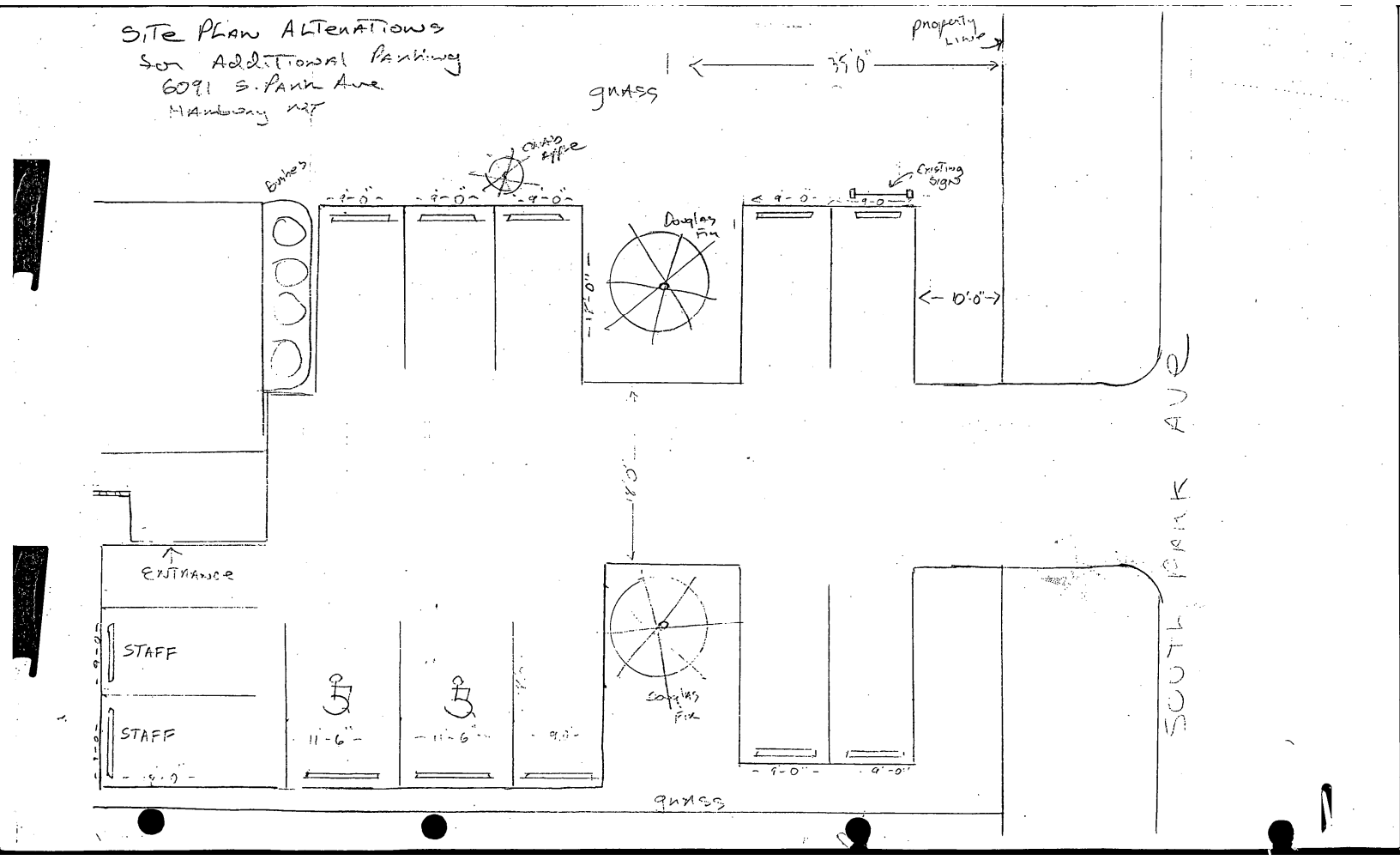
Will the Erie County Division of Highways be consulted for input as a result of the curb cut permit?

Presently, a loading bay is planned for the front of the store. It appears as if a semi would have to pull into McKinley Parkway in order to re-align itself for unloading. This could present a hazardous situation (speed limit on McKinley is 55MPH- the County recently rejected a request for a reduction).

If any other entrances or exits are proposed vis-a-vis Allendale or Dorchester, the Town has recently posted a 4 ton weight limit on these highways

The Traffic Safety Advisory Board is concerned about a continuing proliferation of service driveways as newer portions of this "strip" are developed. Is there a possibility of an accessory road with limited driveways being established in this area?


South Shore Tropical 6091 South Park
Therapy
DRAINAGE SWALE
2-CRAB Apple
LAWN
57.46'
1 STY
BRICK VENEER W/
WOOD FRAME
OFFICE BLDG.
1743 sf
PORCH
TO BE
ENCLOSED
5-UPRIGHT
Japanese
Yews
9'-0"
9'-0"
EXISTING
SIGN
+10'-0"
DOUGLAS
FIR
NEW RAMP
UP
14.3'
6 SPACES
11'-6"
11'-6"
9'-0"
9'-0"
PARKING
BUMPERS
DOUGLAS
FIR
35-6
SOUTH (66' ROW) PARK
(BUFFALO-HAMBURG STATE RD)
Sep 21st
WAY PLACE
SITE PLAN APPROVAL
TOWN OF HAMBURG
PLANNING BOARD
BY
DATE: 11/3/88


SITE PLAN ALTERATIONS
for Additional Parking
6091 S. Park Ave
Hamburg NY
property Line
35'0"
grass
Bushes
Crab Apple
Existing Sign
Douglas Fir
9'-0"
10'-0"
18'-0"
ENTRANCE
STAFF
STAFF
11'-6"
Douglas Fir
grass
SOUTH PARK AVE

TO: Hamburg Town Board July 22, 1989

FROM: Raymond C. Vaughan, Conservation Advisory Board

SUBJECT: Proposed Rezoning/Manor Lane Subdivision on East Side of Parker Road near Big Tree Road (SEQR 89-25)

We foresee no significant impact on the environment and no conflict with open space areas identified on the Town of Hamburg 2010 Master Plan. The site plan dated 3-22-89 shows no landscaping details. We recommend extensive planting of trees to break the monotony of the closely spaced lots.

TOWN OF HAMBURG

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

Supervisor
JACK QUINN, JR.

Councilmen
D. MARK CAVALCOLI
JAMES F. CONNOLLY
DANIEL J. HENRY
PATRICK H. HOAK

Town Attorney
VINCENT J. SORRENTINO

Town Clerk
GEORGE DANYLUK

Supt. of Highways
RICHARD A. SMITH

Receiver of Taxes
ROBERT A. MARS

TO: Planning Board

FROM: Engineering Dept.

DATE: 9-26-89

SUBJ: PRELIMINARY SITE PLAN #2
MANOR LANE SUBDIVISION - BIG TREE AT PARKER

The following are review comments on plans last revised 9-1-89:

1.2 One of the street names Manor Lane or Manor Circle is to be changed to a name acceptable to Fire Control.

2.2 Has the Town of Orchard Park been notified of the subdivision layout?

All comments must be addressed for approval. Our review plans are not being returned with these comments.

John J. Gilbert, Jr.

RJL/dp

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Receiver of Taxes
ROBERT A. MARS

TO: Planning Board

FROM: Town Engineer

DATE: 9-25-89

SUBJ: PRELIMINARY PLAN REVIEW
HERITAGE SQUARE SUBDIVISION - MCKINLEY PKWY.

The following are review comments on plans date 9-12-89:

1. A sketch plan of the entire parcel should be presented.

2. The center of pavement radius on the future street is to be a minimum of 150 feet - show the radius on the plan. The lot lines on the curve are to be radial - revise as necessary.

3. The property is in the Hamburg Northeast Sewer District and the Hamburg North Central Water District.

4. The proposed storm and water line shown on the plan have not been reviewed. These utilities must be submitted in detail for review by the Engineering Department.

All comments must be addressed for approval. Our review plan is not being returned with these comments.

Jack Gilbert

RJL/dp

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TO: Planning Board

FROM: Town Engineer Gilbert

DATE: September 25, 1989

SUBJ: Site plan review
Pinegrove Brierwood Town Houses Review #3

3.3 Specify " No Slag " in the pavement section as per the environmental impact study.

4.3 The radius for the circle should be increased so that delivery and garbage trucks can make the radius without driving on the grass.

5.3 We question the use of 4" pipe for the roof drains with 4 and 5 units connected to it.

9.3 Drainage calculations that were submitted for our review are not acceptable.

10.3 There is a culvert on the plan next to the maintenance building that has been removed. Remove it from the plan or specify a new pipe.

11.3 Curbing is to be installed on the two (2) entrance ways off Coachmans Lane. The curbing shall terminate at the back roadway with the full radius curbed. A detail of the connection at Country Club Lane is required. Show the sidewalks on Country Club connecting to the drive.

12.3 Swales are to be installed over the pipes to the M.H.'S for proper lot grading.

13.3 All Erie County Health requirements must be added to the plan and approval given before Town Approval.

14.3 All Erie County department of planning requirements must be added to the plan and approval given before town approval.

All comments are to be addressed for approval. Our review plan is not being returned with these comments.

Jack Gilbert
Town Engineer

RJL/me

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Receiver of Taxes
ROBERT A. MARS

September 26, 1989

To: The Planning Board

Re: Fisher Bus Project
5220 Camp Road
Town of Hamburg

SITE PLAN REVIEW

This revised plan is dated 9/13/89. I know that it was after that. The size of the piping should be shown on the plan. Anything that is buried under the parking lot should be at least 14 gage. Outside of the paved area, it should be 16 gage. If it is less than 4 feet it should be encased. Black top should be provided from the handicap parking spaces to the entrance doors, near the rest room area. No parking should be provided within 50 feet of the building per fire regulations.

On page 3 of 6, the doors should swing the other way on the demising wall between bay 1 and bay 2. There should also be an exit light above the door and an emergency light pointing at the door. There are no details of the this wall. Ventilation blowers and pits by the owner should tells us the amount of air changes per hour.

On page 3A of 6, grab bars at the rear of both water closets should be installed 2 feet long in the handicap stalls. I need a copy of the plans for the proposed fire stoppings in the rest room area if walls are over 8 feet high. I also have to know about the interior finishes.

I need a copy of the letter from the Scranton Fire Chief stating that he has received the hoses from the owner to be available in the event of a fire from the closest hydrant, which is 350 feet away.

Sincerely,

John J. Lauchert

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

Town of Hamburg Conservation Advisory Board

S-6100 SOUTH PARK AVENUE HAMBURG, NEW YORK 14075

TO: Hamburg Planning Board September 25, 1989

FROM: Raymond C. Vaughan, Conservation Advisory Board

SUBJECT: Manor Lane Subdivision on East Side of Parker Road near Big Tree Road (SEQR 89-25)

The site plan we have seen for Manor Lane (dated 3-22-89) shows very closely spaced lots over the whole area of the proposed development. The Conservation Advisory Board would support the idea of having the developer convey approximately 10% of the project area to the Town of Hamburg as green space. This area of green space could be used in one or more ways that would be beneficial to the community:

--Playground or other area developed for recreation
--Passive green space (undeveloped except perhaps for some planting of trees)
--Visual buffer (which might require some planting of trees, particularly if done at Big Tree Road end)

Back in July, at the time the rezoning was being considered, I sent a short memo on Manor Lane to the Town Board. I should have addressed it to the Planning Board as well since it included a comment on landscaping. A copy of the memo is enclosed in case you haven't seen it.

Ray Vaughan

RAVENWOOD PARK, Inc.
P.O. BOX 210 • 5690 CAMP ROAD • HAMBURG, NEW YORK 14075 • (716) 649-3260

September 16, 1989

Honorable Jack Quinn Jr., Supervisor
Members of the Town Board
Town of Hamburg
S6100 South Park Avenue
Hamburg, New York 14075

Gentlemen: Jack,

As owners of Ravenwood Industrial Park North, we have been working with officials of Integrated Waste Systems, Inc. this year in regard to their desire to locate a materials recovery and recycling facility on this property. As you know, Integrated has submitted applications to the Town of Hamburg and the New York State Department of Environmental Conservation for approval of said facility at Ravenwood North.

During the time since we were first approached by them, since January of this year, Integrated was represented by Brian Swartzenberg, President, and Albert Gilewicz, Executive Vice President and General Manager. We found both of these men to be high quality people, desirous of building a state of the art facility that would not disturb area residential life in any way, but would rather respond to the legislative mandates of the State, requiring recycling of materials by 1992, and solve for our Hamburg area, the solid waste disposal crisis that faces all communities in New York State. The Integrated proposal would not allow outside storage of refuse, nor would it permit any burning of materials.

In order to assure myself that this proposal would be good for Hamburg, I personally visited similar facilities in Canada and New Jersey, where residences well into the six figures were located directly across the street from the facility. I spoke to some of the people living in the neighborhood, and found them to be pleased with the facility and experiencing no noise, odor or other problems.

Having previously developed the Ravenwood Park residential area, the Holiday-Rovner residential area and Ravenwood East Light Industrial Park in the Village of Hamburg, we are not strangers to the problems associated with development, and that in every project there can be pros and cons. In the case of Ravenwood East Light Industrial Park, you may recall that a group of nearby homeowners formed a group named the "Committee of 400", to oppose what they called "factories on Sunset Drive", based on the fear that their homes would be devalued substantially by the Industrial Park. At times the opposition was very emotional, which I understood, and the concerns of the

residents were addressed in the restrictions which we placed on the businesses locating in the Park. Today we know that the negative results feared by some of the residents never occurred. In fact, the opposite result took place. We now have a beautiful Light Industrial Park in the Village, over 350 new jobs, new businesses paying substantial property taxes, and, last but not least, neighboring residential property values that have more than doubled since the Park was developed.

We are pleased with the projects that we have developed for Hamburg, the jobs and the tax base that they have created, and in each case the positive effect on the neighboring environment.

Our own research convinced me that there is a need for a facility such as the one Integrated has proposed, that Ravenwood North would be a good location for it, that controls placed on the operators by the State Department of Environmental Conservation, the Town of Hamburg, and ourselves, would have ensured a good facility without negative impacts upon area residents.

It is not surprising that a project of this type would receive some vocal opposition. It would be a surprise if it did not. Attempts have been made to respond to the opposition to this project with informational meetings, site walk-throughs, and offers to have the opposition leaders visit similar facilities at Integrated's expense. Integrated has cooperated fully with the Town of Hamburg, the Planning Board and the State DEC.

At this time I have decided to withdraw our permission to Integrated Waste Systems, Inc. for a facility in Ravenwood North, and I have terminated negotiations with them as of today. I have done this in response to you, Jack, and to you, the Town Board members, who have requested that I take this step. I am confident, as I have always been, that Ravenwood North will be a good Industrial Park for Hamburg, bringing responsible business, good jobs and more tax base to our community. While I have decided against the transfer facility proposed by Integrated Waste Services, Inc., I request that you, as our representatives, respond to the need for a transfer facility in our area before too long. It is a problem that must be addressed, for the long-term good of the Town of Hamburg.

Sincerely,

Monte Riefler

Monte Riefler, President
Ravenwood Park, Inc.

MR/jr

cc: Congressman William Paxon
Assemblyman Francis Pordum

ARTHUR E. LEWIN
4525 Main Street
Buffalo, New York 14226

Realtor • Developer • Builder 839-4210

September 21, 1989

TO: George McKnight-Director of Planning
Richard Trip-Director of Recreation
Town of Hamburg
S-6100 South Park Avenue
Hamburg, New York 14075

Gentlemen:

I submit the following resume of the meeting between you and Arthur Lewin and Michael Wycoki, developers of the proposed Manor Subdivision.

As to change of the subdivision layout:

1. A second means of ingress and egress int othe subdivision will be provided by extending the westerly portion of Manor Lane to the intersection of Big Tree Road, thereby the elimination of the exit onto Saybrook Road, (rejected by the Town of Orchard Park.)

2. The easterly lots, sl 46 through sl 63 will be reduced to 143 feet in depth and sl 17 through 34 will be increased in depth to 142 feet to make all rectangular lots equal in depth.

3. It was suggested by Mr Lewin that the burm located in the rear of Lots 12, 13, & 14 be replaced by a stockade fence. Said fence to screen the rear lots of lots 11 through 14.

It is the opinion of the developers that the creation of a burm greatly affects the usability of sl 12 & 13 reducing the usable depth of the lots to approximately 120 feet.

As to the recreational area to be donated by the developers to the Town of Hamburg:

The developers have agreed to donate the now zoned commercial areas at the south west corner of Parker Road and Big Tree Road.

Due to the value of this donation--said land having value of $80,000.00, it was suggested by the developers that the Town except this land "as is"

That all improvements such as extension of storm sewer, water, sanitary sewer, sidewalks, fences, etc. be the responsibility of the Town of Hamburg.

The total acreage of the subdivision as calculated by Tallamy, Van Kuren, Geris and Associates (engineers) is 32.02 acres. The donated total recreational area is 2.32 acres. The differnce of required donation 3.02 acres less 2.32 acres or .9 of an acre will be paid by the developer prorated upon obtaining building permits.

I trust this is an accurate resume of our meeting. A copy of this letter is being sent to Paul O'Neill so that he can immediately incorporate these changes in his revised submission.

Sincerely yours,

Arthur E. Lewin

TOWN OF ORCHARD PARK
HIGHWAY DEPARTMENT
4350 South Taylor Road
Orchard Park, N.Y. 14127

Ronald A. Geitter, Superintendent

September 18, 1989

Mr. Paul O'Neal
Tallamy, Van Kuren, Gertis & Associates
70 Linwood Avenue
Orchard Park, New York 14127

Re: Proposed subdivision (Manor Lane).
Southeast corner of Big Tree and
Parker Road in the Town of Hamburg.

Dear Mr. O'Neal:

This letter is in regars to our telephone conversation on September 15, 1989 in reference to your request to connect Manor Lane to the Town of Orchard Park streets Penhurst and/or Saybrook. Both of these streets have been construsted with a minimum road base and a pavement width of only twenty feet. They are dead end streets and would not support through traffic. We cannot, therefore, allow Manor Lane subdivision to connect to either Penhurst or Saybrook Streets on the Town of Orchard Park.

Please note that thers is a drainage ditch paralleling the town line that drains Penhurst and Saybrook along with areas of Hamburg that must be maintained. Also there is a sewer easement that you may want to contact our Town Engineer, Mr. Merritt, about.

Thank you.

Yours in good government,

Ronald A. Geitter
Highway Superintendent