

A regular meeting of the Town of Victor Planning Board was held on April 12, 2022, at 7:00 p.m. with the following members present:

PRESENT: Ernie Santoro, Chairman; Scott Harter; Al Gallina; Joe Limbeck

ABSENT: Joe Logan, Vice-Chairman

OTHERS: Dave Nankin, David Palmer, Mike Crosby, C. Jones, James Boglioli, Peter Sarkis, Jeff Markin, Bryan Tempio, Mauro Polidori, Kim Kinsella, Project Coordinator; Lisa Boughton, Secretary.

The meeting was opened, the Flag was saluted, and the Pledge of Allegiance was recited.

APPROVAL OF MINUTES:

On motion of Scott Harter, seconded by Joe Limbeck:

RESOLVED, that the minutes of the meeting held on March 8, 2022, BE APPROVED.

Adopted Ayes 4, Nays 0, 1 Absent

CORRESPONDENCE:

There were none.

BOARDS AND COMMITTEE UPDATES:

Town Board representative Dave Condon was not present.

PLANNING BOARD reported by Kim Kinsella

Tuesday April 26, 2022

PUBLIC HEARINGS

- Dish Wireless at Baker Road, located at 90 Baker Road, applicant is requesting approval to install antennas, ancillary tower, and ground equipment at an existing wireless facility with no charge to height or ground space.
- TNT Fireworks Tent, located at 4-20 Commerce Drive, applicant is requesting approval for a temporary tent for sale of NY Sparkling devices from June 20th thru July 5th.

The legal notice for the public hearings appeared in “The Daily Messenger” along with “Under Review” signs being posted on the subject parcels. Post Cards were mailed to property owners within a minimum of 500 ft from location for the initial public hearing date of each application. For applications carried over please refer to the Planning and Building Office.

DISH WIRELESS at BAKER ROAD

02-SU-2022

90 Baker Road

Zoned – Residential 2

Owner – Pinnacle Towers

Tax Map # 1.02-1-24.000

Applicant is requesting approval to install antennas, ancillary tower and ground equipment at an existing wireless facility with no charge to height or ground space.

Chairman Santoro – This application has been removed until next meetings at their request.

CROWN CASTLE d/b/a VERIZON

04-SU-2022

90 Baker Road

Zoned – Residential 2

Owner – Pinnacle Towers

Tax Map # 1.02-1-24.000

Applicant is requesting approval to install 3 antennas and 1 hybrid cable on an existing wireless facility.

Brian Tempio of Verizon Wireless and Crown Castle

Mr. Tempio – The application is pretty self-explanatory. We are looking to add three antennas to the existing antenna array.

Chairman Santoro – Anyone on the Board have any questions or comments?

Mr. Harter – Are they replacements of what is already there?

Mr. Tempio – They are not. The antennas that are there are staying, and we are adding three more antennas. It is a triangular of one per side.

Mr. Limbeck – It is pretty straight forward to me.

Mr. Gallina – No questions.

Chairman Santoro – Anyone from the public have any questions? Hearing none.

The Board was okay with closing the public hearing.

On motion of Joe Limbeck, seconded by Al Gallina, RESOLVED, that the public hearing was closed.

Adopted Ayes 4, Nays 0, 1 Absent

Chairman Santoro – We do not have resolution for you since it is a t the County.

Mr. Tempio – You are still waiting on the County.

Chairman Santoro – Yes.

MORRISON MINOR SUBDIVISION

01-MS-2022

County Road 41

Zoned – Residential 2

Owner – Roger Morrison

Tax Map # 40.00-1-6.000

Applicant is requesting approval to subdivide a 5-acre parcel into 2 lots to construct new single-family residences with a proposed-on site wastewater treatment system.

Chairman Santoro – Staff comments have it as exempt from the County. A waiver from the Driveway Spacing requirements will be required.

Peter Sarkis of Marks Engineering

Mr. Sarkis – The current parcel is on County Road 41 and is between Brace Road and Victor Holcomb Road. It is a six-acre parcel and will be subdivided not two parcels approximating three acres each. It is currently zoned as a Residential 2 and the subdivision site plans have been prepared in basic compliance to the Town Code. No variances with this application to the town ordinance. What we are proposing is to subdivide the parcel into two lots and develop two single family residences, one on each lot. The development will include private access driveways from County Road 41 and water service from the existing main along 41, as well as proposed onsite wastewater treatment systems foreach new home. Any other questions I will be happy to answer.

Chairman Santoro – Any questions from the Board?

Mr. Gallina – No, it looks very straightforward.

Chairman Santoro – Joe Logan is not here this evening since he is traveling on business and Wes Pettee, could not be here also.

Mr. Harter – A question I had was, have you reviewed the driveway access points with Ontario County who control County Road 41 and are they okay with the locations you proposed?

Mr. Sarkis – I actually had not personally been in correspondence with them. I am not the engineer who designed this a whole entire project. I worked along with them and cannot answer this question.

Mr. Harter – I have the lots already been subdivided or is that part of the application?

Mr. Sarkis – That is part of the application, and no subdivision has taken place yet.

Mr. Harter – I think personally knowing that the County is okay with what you are proposing in terms of access because it is their highway, it is an important item. I take it you have done perc tests out here that has been witnessed by a town representative and the perc are acceptable. Are the systems in ground systems or do they need to go to the Health Department?

Mr. Sarkis – They are in-ground yes.

Mr. Harter – That is all I have.

Mr. Limbeck – I mirror the access points on the County highway given the speeds. I wonder if the County will ask you to combine the driveways.

Ms. Kinsella- The County did review it. You should have Chris Day's email in your packet. They were okay. They need a Highway work permit and also, they had some questions about the driveway profiles at both entrances.

Mr. Limbeck – The only thing I noticed was a comment from the Conservation Board preserving as many as trees as probable and looking at the map and does not look like it will be an issue for you at all. Will there be conservation easements? Are they not required?

Ms. Kinsella – Not required.

Mr. Harter – It does not look like they take exception to it.

Chairman Santoro – Any other comments? Anyone from the public have any comment or questions on this application?

Mr. Harter – I guess relative to the driveway spacing based on the Labella letter and there is a code item that we need to periodically need to grant waivers for. You show the sight distances at those locations, and you show a good sight distance. You have the sight distance covered and you have the driveway spacing not really but I have noticed that this Board does not really get too excited about that spacing when it comes to single family residential. I think as Ernie

mentioned, when he read the application, it is a candidate for a waiver. My feeling is we should be consistent.

Mr. Sarkis – If it makes any difference, I am under the impression that there is an existing driveway entrance off of County Road 41.

Mr. Harter – There is an existing cut there now?

Mr. Sarkis – Just one as far as I am aware.

Mr. Harter – He has it shown as existing. You are overlapping the existing. You have the sight distance, and the County did not object to two individual driveways, so I think as far as I am concerned, we are good.

Mr. Gallina – I am all set.

Chairman Santoro – Anyone from the public have questions or comments? Hearing none.

The Board was okay with closing the public hearing.

On motion of Scott Harter, seconded by Al Gallina, RESOLVED, that the public hearing was closed.

Adopted Ayes 4, Nays 0, 1 Absent

Chairman Santoro read the draft resolution.

DECISION:

On motion of Scott Harter, seconded by Joe Limbeck:

WHEREAS the Planning Board made the following findings of fact:

1. An application was received on March 10, 2022, by the Secretary of the Planning Board for a Minor Subdivision entitled Morrison Minor Subdivision.
2. It is the intent of the applicant to subdivide a 5-acre parcel into two lots to construct new single-family residences with proposed on-site wastewater treatment systems.
3. A public hearing was duly called for and was published in “The Daily Messenger” and whereby all property owners within a minimum of 500’ of the application were notified by U.S. Mail. An “Under Review” sign was posted on the subject parcel as required by Town Code.

4. The Planning Board held a public hearing on April 12, 2022, at which time the public was permitted to speak on their application.
5. The application was deemed to be an Unlisted Action pursuant to the New York State Environmental Quality Review Act Regulations and a Short Environmental Assessment Form was prepared.
6. The application was referred to the Ontario County Planning Board under Section 239 of the General Municipal Law. The Ontario County Planning Board deemed this application Exempt.
7. The Conservation Board reviewed the Unlisted Action on March 15, 2022, and identified to preserve as many trees as possible and to add landscaping in place.
8. Labella Associates reviewed the Minor Subdivision in a letter dated April 8, 2022, and provided comments.
9. A Coordinated Fire Service Site Plan Review of the subdivision was done in a letter dated March 17, 2022, and had no comments at this time.
10. The Town of Victor Highway Superintendent reviewed the subdivision in a letter dated March 16, 2022, and provided comments.
11. The Town of Victor Code Enforcement Officer reviewed the subdivision in a letter dated April 4, 2022, and provided comments.
12. The Ontario County Department of Public Works reviewed the subdivision in a letter dated April 4, 2022, and provided comments.
13. Chapter 55 of the Victor Town Code would require 440-foot separation between driveways as part of access spacing requirements imposed by Table D-1 in Section 55-6.
14. That pursuant to Section 27-8J of the Town Code, a recreation fee for each lot, or in the event of a multiple dwelling, a recreation fee for each family unit, in lieu of park land shall be paid to the Town before issuance of a building permit.

WHEREAS, the Town of Victor Planning Board reviewed the Unlisted Action on April 12, 2022, and identified no significant impacts; now, therefore, be it

RESOLVED, that the project, Morrison Minor Subdivision, will not have a significant impact on the environment and that a negative declaration be prepared; be it further

RESOLVED, that the Planning Board waives Chapter 55, Section 55-6, Paragraph D of the

Victor Town Code that would require 440-foot separation between driveways as part of access spacing requirements; and, be it further,

NOW, THEREFORE, BE IT RESOLVED, that the application of Roger Morrison, Minor Subdivision entitled Morrison Minor Subdivision, Drawing No.1 through 6, drawn by Marks Engineering, dated March 8, 2022, received by the Planning Board March 10, 2022, Planning Board Application No. 01-MS-2022 BE APPROVED WITH THE FOLLOWING CONDITIONS:

Conditions that must be met prior to the Chairman signing the minor subdivision plan:

1. That no final signatures will be given on the plans until all legal and engineering fees have been paid as per Fee Reimbursement Local Law adopted November 25, 1996.
2. That before the Planning Board Chairman signs the approved film original(s), the developer should submit two (2) copies of electronic files to the Town. Copies shall be forwarded to the Town Engineer's office to confirm that the data on the electronic files are the same as the approved subdivision plans.
3. That Section 4 Standard Approval Conditions for all Subdivisions (Major & Minor) in the Design and Construction Standards be met.
4. That the comments in a letter dated April 8, 2022, from LaBella Associates be addressed.
5. That the comments from Ontario County DPW dated April 4, 2022, be addressed.
6. That an Ontario County Highway permit be obtained.

Conditions that are on-going standard conditions that must be adhered to:

1. That the minor subdivision comply with Town of Victor Design and Construction Standards for Land Development, including Section 4.
2. That approved subdivision maps, including conservation easements, lot consolidations and lot line adjustments shall be submitted in digital format, Autocad 2002, or latest version, effective January 1, 2004 (per Town Board Resolution #193 of June 23, 2003)
3. That should any underground water conditions be encountered during construction; the Developer is to address the encroachment and impact to the underground stream to the satisfaction of the Town Engineer.

AND, BE IT FURTHER RESOLVED, that the Planning Board Secretary distribute the Planning

Board’s approval letter.

This resolution was put to a vote with the following results:

| | |
|---------------|--------|
| Ernie Santoro | Aye |
| Joe Logan | Absent |
| Al Gallina | Aye |
| Scott Harter | Aye |
| Joe Limbeck | Aye |

Approved 4 Ayes, 0 Opposed, 1 Absent

MARKIN POLE BARN

04-SP-2022

6894 Valentown Road

Zoned – Residential 2

Owner – Jeff Markin

Tax Map # 6.00-2-85.200

Applicant is requesting approval to construct a 36’ x 56’ pole barn and an 8’ x 56’ covered porch, which includes 4 horse stalls. Intended for two horses and storage materials.

Jeff Markin of 6894 Valentown Road

Mr. Markin – We are building a house right now on the property. The barn will be contiguous to the house. We are planning to have it look really nice, steel roof and steel sides, some Dutch doors for the stalls. I had a meeting with the Conservation Board, and we are not disrupting the land or knocking down any trees to build it. It is a pole barn and not much more to add.

Chairman Santoro – Anyone on the Board have any questions?

Mr. Harter – Is there a site plan that goes along with what you submitted? I saw the architectural plans but is there something that shows where the barn is located relative to the house?

Mr. Markin – I did include that with the application.

Mr. Harter – It is the yellow highlighted one?

Mr. Markin – It is the barn, and the house is right next to it.

Mr. Harter – It is a flag lot with a long driveway and looks like it is tucked out of the way and compliant with all the zoning requirements.

Mr. Markin – It is quite far from any lot lines, and it is compliant.

Mr. Harter – The Conservation Board indicated that they did not think they would have any drainage issues or anything. I do not have any more to ask.

Mr. Gallina – I am all set.

Mr. Limbeck – Do you have water in the barn for the horses?

Mr. Markin – Yes, we do not have water at the house yet or electric but eventually we will get that dug over from the house.

Mr. Limbeck – Will you have drains in the floors for mucking out the stalls and that?

Mr. Markin – We will have a drain in the floor for water if water gets on the floor.

Chairman Santoro – Will you be boarding horses or just your own?

Mr. Markin – Just for my wife and I and the grandkids.

Chairman Santoro – Anyone from the public have any questions or comments? Hearing none.

The Board was okay with closing the public hearing.

On motion of Joe Limbeck, seconded by Scott Harter, RESOLVED, that the public hearing was closed.

Adopted Ayes 4, Nays 0, 1 Absent

Chairman Santoro read the draft resolution.

DECISION:

On motion of Al Gallina, seconded by Scott Harter:

WHEREAS the Planning Board made the following findings of fact:

1. A site plan application was received on March 21, 2022, by the Secretary of the Planning Board for a Site Plan entitled Markin Pole Barn submitted by Jeff Markin for the property located at 6894 Valentown Road, Victor, NY.
2. It is the intent of the applicant to construct a 36' x 56' square foot pole barn with an additional 8' x 56' covered porch.

3. A public hearing was duly called for and notice of said public hearing was published in “The Daily Messenger” and whereby all property owners within a minimum of 500-feet of the Site were notified by U.S. Mail. An “Under Review” sign was posted on the subject parcel as required by Town Code.
4. The Planning Board held a public hearing on April 12, 2022, at which time the public was permitted to speak on their application.
5. The application was deemed to be a Type II Action pursuant to the New York State Environmental Quality Review Act Regulations and classification as such concludes SEQR.
5. The Conservation Board reviewed the project on April 4, 2022, and had no concerns with what was presented
6. The Town of Victor Code Enforcement Officer reviewed the site plan in a letter dated March 31, 2022, and provided comments.

NOW, THEREFORE BE IT RESOLVED that the application of Jeffrey Markin, Site Plan entitled Markin Pole Barn, drawn by McCormick Engineering, dated March 12, 2022, received by the Planning Board March 21, 2022, Planning Board Application No. 04-SP-2022, BE APPROVED WITH THE FOLLOWING CONDITIONS:

Conditions to be addressed prior to the chairman’s signature on the site plan:

1. That no final signatures will be given on the plans until all legal and engineering fees have been paid as per Fee Reimbursement Local Law adopted November 25, 1996.
2. That any exterior lighting be compliant to Code and approved by the Code Enforcement Officer.

Chairman Santoro – Will there be exterior lighting?

Mr. Markin - There will be probably a light over the door on the end.

Ongoing conditions:

1. That the site plan comply with Town of Victor Design and Construction Standards for Land Development, including Section 4.
2. That a building permit be obtained before the start of construction.

AND, BE IT FURTHER, RESOLVED, that the Planning Board Secretary distribute the Planning Board’s approval letter.

This resolution was put to a vote with the following results:

| | |
|---------------|--------|
| Ernie Santoro | Aye |
| Joe Logan | Absent |
| Al Gallina | Aye |
| Scott Harter | Aye |
| Joe Limbeck | Aye |

Approved 4 Ayes, 0 Opposed, 1 Absent

DELTA SONIC CAR WASH

7463 State Route 96

Owner – Dilip Patel

Tax Map # 6.00-1-64.100

40-SP-2021, 10-SU-2021
Zoned – Commercial/Light Industrial

Applicant is requesting approval to demolish the existing buildings and to construct a 13,914-sf interior detail building located along NYS Route 96, a 10,257-sf exterior building car wash with 3,185 sf prep hut, located behind existing Taco Bell, a 13,164-sf indoor vacuum building and outdoor vacuum area located behind Wendy's, along with new lighting, landscaping, pavement and drainage.

James Boglioli, Attorney for Delta Sonic

Mr. Boglioli – I will walk thru it quickly. We have done a lot since we were last here. It has been about six or eight meetings ago and have had a lot of time to clear up the traffic. I know the Board is familiar with the site. Highlighted in red, the Wendy's is there, the Best Western and the hotels along the back, detention basin up by Main Street Fishers. It has two entrances, a full access on Main Street Fishers and a full access on Route 96.

This is a revised plan. We met with the County DPW, the towns traffic consultant and the town about a week and a half ago to sit down and walk thru the site. This is the driveway on Main Street Fishers, the driveway on by the Wendy's has located her and the three buildings, detail building , indoor vacuum building and the car wash located at the back of the site. Since we were last with you, we met with all the traffic agencies, and we have made some changes to the site. One of the changes is the area in red right here and converting that from a full access where you can leave and left out and right and right out to a right in right out. We gave the County two options to review. One was a right in right out in that location or pushing the driveway all the way to the back of the site to rework detention basin and make it a left in right in right out. They chose the right in right out and that is what we are going with. That is a significant safety improvement. Both of those work based on the traffic study. This is the option they chose. The final design is being worked out with them right now and will be resubmitting as part of the project. Our traffic study showed that the driveway by Wendy's does function appropriately to further increase the traffic flow on the site we are going to agree to a cross access easement to the Best Western and to tie into the Taco Bell. While we cannot build those connections, we do not have the rights to attach as part of this approval we will give that cross access and if the town ever has those projects come back before them, they can connect right thru. There is a benefit with that cause in case you go off of 96 and also if this connection is made it will give our customers another way out to Omnitech driveway. I know the town has some long-term planning to eventually get a signal there, which would be a significant benefit to everyone. I did mention at the meeting that the town would like to meet with the hotel and offer to have us build the connection, we would pay for that and build if they were willing to sign off on it. Those are two significant changes we made as far as the site plan goes. The building is staying in the same location and have gotten the necessary variance. We have gone thru the Conservation Board, and they have had no significant comments. We did submit in writing addressing all the comments issued to date and we are waiting back for Wes to give his final review on that on the

stormwater, but we did address all the comments in writing. Since the meeting was last week on traffic, we will in writing address all the comments, but we sat down and went over them with the traffic agencies and got thru that.

This is our revised architecture. If you remember there were two large greenhouses and a car wash, this is the detail building looking up front. We redid the entire building in brick except for the front. We changed the blue roof out with glass. The light from the top and not the sides. We carried that brick and architectural detail all the way thru the building and all the way around the sides and to the back. Those are solar panels on the roof, and we have them on both the large buildings. This is the interior vacuum building. We added the brick and the glass roof and removed the blue a standing seam roof and added the solar panels also. We are reducing the amount of blue. If you remember the buildings, they were all glass with a blue roof. We left the fronts clear. We like the light and visibility on the inside. The car wash we carried those materials with the same brick and architectural details. In between that is a space where the employees power wash the cars and the prep hut is there on the back as you come around those are the drive thru lanes that feed the back of the car wash.

This will give a view of the overall site. That building and the car wash are located at the extreme rear of the site, where the hotel is located. I gave you hard line elevations, they never look as good as when we have them rendered out. These are the car wash detail buildings side to side. As you can see, we replaced the whole sides of the building with brick. We went with the glass roofs, the glass front and wrapped the brick around the back. You can see the inside to maintain the open feeling of the inside we used the glass roof to get the sun into the building.

This is the carwash and can see the same use of the materials, the brick, the architectural detail and breaking up the car wash. The only blue left on here is the overhangs for the car wash and that is way ion the back of the site. Some of the awnings on the side right up near the front. We did decrease the blue. Those are the changes we made to the projects since we have been here last.

Mr. Limbeck – It is a well thought out design. I am curious thou that the radius where it goes from four lanes to two as you go into the car wash, seems like a pretty sharp turn and the way people want to be first in line is that going to be enough space for people to make that turn and get in line?

Mr. Boglioli – It actually is. The lanes are 12 feet wide, and you have plenty of room to make it. When you curb around, we have run the car turning radius and even with the trucks they make into problem.

Chairman Santoro – The one in Penfield is even tighter.

Mr. Boglioli – The ones you are used to seeing are old versions of the site. We typically use to build them on three to four acres, and everything was shoved together. We have now gone to eight to ten acres which opens up our ability to make our radius work and give us room. It

appears tight but when you go the smaller ones it will make this one feel like you have all the room in the world to make those turns.

Mr. Limbeck – The second thing, I have spent a bit of time with SRF study about the traffic. It seems like there was some discussion or dissention between Benderson and the people who conducted the study relative to accident counts and traffic flow etcetera etcetera. When I look at the conclusion it says if his development site had a signalized or access point or multiple full access driveways then reducing access at this location would make sense. That is the discussion about the impact of using or not using Wendy's versus the Main Street Fishers.

Mr. Boglioli – We have moved past that. That study is now dated because since that study it will be revised and resubmitted. Since that study we have now met with all the traffic reviewing agencies and worked out how the access is going to work and some of the counts and how we did them. We will be redoing some of that work and resubmitting a revised traffic study to you. After this meeting and once we get these plans drawn up and we get to the County, as a far as the design, you will get a revised study addressing all these issues.

Mr. Limbeck – That has been my biggest concern is that traffic exiting onto Main Street Fishers.

Mr. Boglioli – We resolved that because the main issue was, we want to maintain this as full access. The town initially said make it right in/right out, the County controls the road, so we wanted to see what their comments were. County originally said right in/right out, we discussed the full access and moving it back and then we stuck with this. That actually resolved that comment. That will be in the study when you get it.

Mr. Harter – They looked at that intersection then under peak traffic times such as 5 pm weekdays and that sort of thing?

Mr. Boglioli – All the counts were done during peak; all the intersections were analyzed during peak.

Mr. Harter – The County is okay with the right in/right out?

Mr. Boglioli – That is correct.

Mr. Harter – You mentioned there was another connection you would consider building but I did not quite understand what you were saying.

Mr. Boglioli – The Best Western is located over here, and the Taco Bell is right here. When we met with the County, they would like usto connect the Taco Bell and the Best Western to this site. We can not force them to connect. We agreed to initially was to provide a cross access easement so those users could come back to you for anything you could have them make the connection. We did offer at this point to build it so they would not have to pay anything if the town could get them to agree. I know Kim we had mentioned the town would reach out to Best Western.

Ms. Kinsella – We have not coordinated anything yet. That connection would go out thru Best Westerns parking lot out to Omni Tech.

Mr. Harter – Is there a benefit to them in doing this?

Ms. Kinsella – Not really.

Mr. Harter – Final comment or question I had was the color blue. I like what you have presented and the brick and the glass. The blue seems to be pretty pronounced when it shows up there. IS that a branding color for you that you have to have?

Mr. Boglioli – We removed the blue on all the buildings except the car wash. The blue is Delta Sonic colors which are blue and red, so we put it on the building way in the back. We would like to carry that blue somewhere on the property. That is really an item for us. We could remove all of it and the only building we left it with is way in the back of the site which is the canopy over the car wash.

Mr. Harter – I will leave that up to our architectural people. When you show the slide, I really like the way everything started to flow then all of a sudden...blue.

Mr. Boglioli – It is not going to look that bright when you get to the site. You can go see some of our car washes and the blue. It is like a dark blue.

Chairman Santoro – You have cut down on the blue since the original plan.

Mr. Boglioli – Significantly cut down on the blue. All the roofs were blue, everything was blue.

Ms. Kinsella – Can you provide a swatch possibly?

Mr. Boglioli – I can get a swatch of the color.

Mr. Gallina – I think the two biggest concerns that I have from the onset was the traffic study so we will see what the results of the traffic studies are and then architectural I think it is a significant improvement then what was originally proposed. The simulation does help to get a feel of the site and that was appreciated as well.

Mr. Boglioli – That has been the best thing they have been able to do. When you see the elevations, you get a good idea. The renderings and the simulations give you a good idea what it looks like. You look at the hardline elevations and you can not tell what the buildings are actually going to look like.

Mr. Harter – I think saw a fountain in one of them. That was interesting. I do not see that very often.

Chairman Santoro – Anyone from the public wish to speak?

David Palmer of Valentown Road

Mr. Palmer – I do appreciate you getting rid of that blue. The first one I saw was shocking. Do we need such a big car wash in Victor? We have one across the street. Is this trying to up the Jones's? I know this is pointless for me to talk here because you are going to let it go anyways. I can not believe the State Highway Department allows because 96, my first and only accident so far is on 96. Was coming out of work on a Friday night when there was a concert in Canandaigua and the traffic was backed up. Two people let me out and somebody decided that the center median was their own personal road. I did not seem them and they did not see me until it was too late. The traffic, I cannot believe the stet is going to allow it.

Chairman Santoro – You never know what the state is going to do.

Mr. Palmer – You know what the traffic is like. You have a concert in Canandaigua on a Friday night, I have seen Lakeview Landscaping coming down 96 and somebody pulled out of the Kwik Fill, and he landed up in the swamp but Bristol's.

Chairman Santoro – I think it is 50 mph there.

Mr. Palmer – They put that Lakeview truck and trailer in the swamp. DO we need such a big car wash? Four lanes?

Chairman Santoro – I do not know if it is a matter of need.

Mr. Palmer – You have one across the street and a new one in Farmington. The old one down by Victor Chevrolet.

Mr. Harter – I think the answer tot hat question is that you can not dictate who is going to propose what or what particular piece of property.

Mr. Palmer – Money talks, bullshit walks.

David Nankin of Chaucer

Mr. Nankin – For personal information. Does the water main that feeds this and Royal capable of handling all this water and the sewage? The town has a huge sewage problem in some areas, and this generates, I guess, a huge amount of water usage. How much of the water will be filtered?

Mr. Boglioli – The engineering review, we get thru the first round as far as there is more enough water available. As far as recycling, we recycle over 65% of the water on this site and it is recycled, refiltered and reused to wash the cars. It does not out put that into the sewer system. In addition, like you did with Royal, it is not so much the quantity it is the release of thewater flow. We are putting a system that is designed to hold back the amount that gets released so it

does not hit the sewer at the same time. You required the same thing from Royal across the street. They put in a 25,000gallon tank. Water goes in there and gets released over time. One of the questions was nighttime lighting and night glow. All the fixtures inside will be downward shielded so the lights will be down. We also close at 9 pm. This is not an operation that will be open past 9. BY 9:30 pm everyone has left the site and the lights are turned off. When you put a big tank in you are dissipating water in the sewer system over 24-hour period you can hold that and release it slowly. You have the capacity but a matte of how quickly you release it. That is what we are waiting for Wes to review is the final design of that. Either way, it is a little different design than Royal, but we would bury the same 25,000 tank that Royal has and go the exact same way they did when they were approved.

Chairman Santoro – You have oil separators?

Mr. Boglioli – Yes, it’s interesting because Delta has moved to more of an environmentally friendly design including the solar panels, the recycling of the water and we also catch roof water and feed it into a tank. We filter that and use it to wash the cars. Our water requirement is less than you would see from a typical car wash.

Chairman Santoro – Anyone else?

Mr. Harter – I have one more question. You had mentioned that with respect to the Denny’s Restaurant that is there, you had mentioned that you would love to have that parcel as part of that project too. Are you still pursuing that?

Mr. Boglioli – We would be interested in owning it. I think someone else currently has their hands on it. It is not us. If it ever came up, I am sure at some point we would look at it. In the meantime, we will submit the traffic study and wait for Wes to respond to the resubmission. I will bring a swatch of the blue next time. Thank you.

Motion was made by Al Gallina, seconded by Scott Harter RESOLVED the meeting was adjourned at 7:44 PM

Lisa Boughton, Secretary