



*William D. Reilich*  
*Supervisor*

# **TOWN OF GREECE**

## **PLANNING BOARD**

### **MINUTES**

**APRIL 6, 2022**

**Work Session Began: 6:30 p.m.**

**Meeting Began: 7:00 p.m.**

**Place: Community Conference Room, Greece Town Hall**

#### **Present**

Alvin I. Fisher, Jr., Chairman

Richard C. Antelli

Jamie L. Anthony

Christine R. Burke

John Geisler

William E. Selke

John T. Caterino, Clerk of the Planning Board

Janelle Castellana, Planning Board Secretary

Christopher A. Schiano, Esq., Deputy Town Attorney

#### **Absent**

John Gauthier, P.E., Associate Engineer

Michael H. Sofia

#### **Additions, Deletions and Continuances to the Agenda**

Under Site Plans, deletion: Site plan approval application for Peter Elitzer, 2695 & 2723 W. Ridge Rd, which was continued to the meeting date of April 20, 2022.

#### **Announcements**

#### **Policy of Decorum**

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**SITE PLANS**

**Old Business**

1. Applicant: Royal Car Wash Development, LLC  
Location: 55 Greece Center Drive  
Mon. Co. Tax No.: 045.03-4-2.1  
Request: Site plan approval for a proposed car wash facility (one-story; 4,096± square feet), with related parking, utilities, grading, and landscaping, on approximately 1.23± acres.  
Zoning District: BR (Restricted Business)

**The following is a synopsis of the discussion pertaining to the above-referenced request.**

David Cox, P.E., Passero Associates, presented the application:

Mr. Cox: The 1.22 acre property is located at 55 Greece Center Drive, across the entrance drive of Burger King at the corner of Latta Road and Long Pond Road. This is part of an overall development so there is a stormwater pond for the entire property. It is in the BR (Restricted Business) zoning district. There are three (3) access points you can use: Greece Center Drive; just to the left of car wash; and off of Long Pond Road. After a car comes into one of those access points they would go to the internal road, then head into one of the three (3) stacking lanes, there are three (3) pay kiosks. The majority of users are fast pass users so they have an RF ID sticker on their car so when you pull up the arm opens and you zip right in. If you are not a member, you can still pay with cash or card and go through the wash. After you pass the pay kiosk, you go around the bend and enter into the entrance tunnel. Once you exit the tunnel, you can go into the parking island for vacuuming or exit the property the same way you came in. There is space for 34 cars for stacking before the pay kiosk. This is higher than the other sites. Then there is space for seven (7) car for stacking after the tunnel. There is a four-foot tall wall that will have building materials very similar in matching to the building. That is to help block the headlights from the cars in the stacking lane. We have also landscaped on the other side of the wall. We have added a sidewalk on the west side of the car wash and east side of entrance drive, so a sidewalk on both sides of the road. There is a sanitary sewer on the left side of the building right on the property so we can tie right in there. Water main is just off the curb of Latta Road so plenty of pressure and flow to tap into. We will tap into existing storm water pipes which will go into the existing storm water pond to get treated. We have .9 acres of disturbance. For lighting, we have reduced the pole lights from 25 feet to 20 feet. Traffic study has been reviewed and recommended to extend the left turn lane on Latta Road to be extended 360 feet of storage with 75 foot of taper. The New York State Department of Transportation (NYSDOT) said that intersection does not warrant a signal but with the left turn lane as long as that is put in, they do not see any further traffic issues. Building architecture is going to be identical to the other Greece location or Monroe Avenue.

Mr. Caterino: the application is before the Board of Zoning Appeals (the "Zoning Board") because car washes are considered motor vehicle service stations. The Zoning Board did not act at the meeting last night as they are waiting feedback. Based on discussions, a couple of concerns brought up was the overall noise generated from the site and also lighting from vehicle headlights coming across Latta Road. A Traffic Impact Study was performed since Latta Road is a state Road, so it is under the jurisdiction of NYSDOT. They stated they do not feel a traffic signal is warranted at this time, but to extend the left turn lane. The Monroe County Department of Transportation (MCDOT) really did not have any comments, they would

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be more concerned with the Long Pond Road entrance and exit, but that is already signalized. We have submitted to the Town's Traffic Advisory Committee (TAC) for review and hope to have comments by the next meeting. Traffic overall will be the big item on this application both from off Latta and Long Pond Roads, but also internal circulation. The building department and Fire Marshal comments were mostly related to compliance with the New York State Building and Fire Codes. Most of the Planning comments were eluded to by Mr. Cox, such as reducing the light pole height. In terms of DPW and Engineering comments, there is an existing sanitary sewer that runs north to south on the property, that is delineated as a 20-foot-wide easement but it is actually 30-foot-wide easement, so this building could be encroaching into that. So we will need to look more into the depth of that pipe and whether can we amend that easement or shift the building to the east more. We do not have a resolution to this question yet.

Martin Bianchi, representing the homeowner on 3074 Latta Road: Thank you for your time this evening, I appreciate the opportunity. We have some concerns that have been brought up to some degree; the lights, a four-foot wall, I see pickup trucks and a lot of different type of vehicles in the que for the Royal Car Wash. I do not believe that a four-foot wall is going to be sufficient. Noise - I have been in traffic perpendicular to the buildings as some of the other locations, rolled down my window and basically a noise tunnel coming out of both ends. And lastly our concern is traffic. Having had a front row seat to the activity at that location, I have seen numerous cars over the years trying to make a left hand turn into what is called the entrance road on this map, without a traffic signal. I think you are going to have a lot of difficulty. You have a traffic signal equal distance to the intersection of Latta Road and Long Pond Road, on Long Pond Road in front of Wegmans and to the west in front of Wendy's so I believe a traffic signal is required if you really want to stop having potential accidents from occurring. Another point of view I have to bring up is that whether any of you are aware Benderson Development recently tried to have a fact finding meeting with the members of the community, particularly people from Kentucky Crossing regarding a Delta Sonic that was going to be built in that northwest quadrant, they met with a lot of unified obstruction even to the point of legal and media attention to be drawn on it. They have since pulled out, so I find it ironic and my question would be why then if a car wash was not acceptable north of Latta Road, is it acceptable south of Latta Road.

Mr. Schiano: Let me address that. This board cannot determine appropriateness of uses. That is case law.

Mr. Bianchi: I am not here to obstruct, maybe you could consider making this run west-east vs a north-south building even if that involves two (2) lots and that would mitigate the lights, I also think a traffic light is required. I am not a DOT expert, but in my heart I believe that is the case. If you look at that footprint, where are you going to put the snow, it is literally all asphalt. As we all know, lake effect, specifically near the lake, you are going to get a significant amount of snow. I appreciate everyone's time.

Mr. Cox: I can start on sound. We have oriented the car wash so that the exit tunnel is facing south, the opposite direction of the neighbors to the north. That is where most of the noise comes from. Based on other Royal Car Washes we have done, on the exit side, about 20-feet from the exit the mean decibel with the blowers on is 78.8 and then when you go 60-feet from the tunnel it drops to 69.8 decibels. To put that in perspective, an ambulance siren is 120 decibels, a chainsaw is 110 decibels, a lawnmower around 90, heavy traffic on a road can get up to 85, and normal conversation is 60. So being 60 feet away which is where the property line is, at 69 is less than road traffic and not anything in the area of 85 which is what the town considers excessive noise per the code. Not sure if it's OSHA or what it is but they say if you're in an environment with 85 decibels, you should limit your exposure to eight (8) hours or less. As far as headlights, we have put in the four-foot wall and landscaping that will extend up higher than four-feet, so our intent is to block those headlights. The signal, as

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mentioned in the traffic study at first was suggested, but after NYSDOT looked at it, they said no the signal does not meet the warrants. The NYSDOT does not want to put signals in unless it is warranted because signals actually create more traffic delays and slow up traffic.

Mr. Fisher: The traffic is one of the major considerations. That is why the Town has a traffic advisory committee consisting of traffic experts and that is why we want to have them review the information both for exterior traffic and interior flow. It might be helpful for the next meeting if we could have a cross section of saying here is the height of a headlight on a car and here is the height on the wall and get an idea of how that matches.

Mr. Selke: And how it fits in on a truck too, as pointed out, they are a little higher.

David Thesing, 3032 Latta Road: I have a question about the turning lane, how far is that going to extend east? I am in favor of the traffic light. I would suggest it goes at the entrance road to the Burger King, not the entrance to the Gardens.

Mr. Cox: It's going to go 360 feet.

Mr. Fisher: So essentially it's a left turning lane for that entrance road.

Mr. Thesing: I live directly across from the entrance to the Gardens at Town Center, senior development, it is amazing how many times we hear horns blowing and we look and there is a car westbound sitting in the eastbound center lane trying to turn into the Gardens at Greece Town Center. It is just amazing there has not been a head on collision yet. So my question is why not extend that turning lane farther east for cars that want to turn into the Gardens?

Mr. Fisher: That could be a question that we pose to TAC and they could work with the State if they believe that is warranted.

Carol Hooper, 149 Apple Creek Lane: My concerns are not probably as important as the lighting and the traffic, but I am concerned about the signage. I have seen it on 390, this big lollipop thing that is going to come around in our pretty community. It is going to stick out like a sore thumb. It is very, very tall and very, very round.

Mr. Cox: There will be no lollipop, pole-mounted sign. The name will be added to the existing monument sign.

Mr. Selke: Where is snow removal? The frontage along Latta Road, it is pretty important how it looks. What are the hours? Will you dim the lighting at night? Do you have a security system?

Mr. Cox: Standard red brick like the other locations. 7am to 9pm Monday through Saturday and Sunday 8am to 8pm. The lights will be turned off an hour after close, except for security lighting. We do have security system in place.

Mr. Selke: The vacuum units stick up pretty high, do they have to stick up that high?

Mr. Cox: It's a standard size that the manufacture makes but I can check with them.

Mr. Selke: Dumpster enclosures are meant to hide what is inside, I notice that at another enclosure onsite, the dumpsters in the enclosure stick over the top and the gates are open. I want to point that out so it doesn't happen here.

Mr. Giesler: Is the water recycled?

Mr. Cox: Very little recycling. They have put their money in the technology and have very high pressure nozzles that have less flow. Uses way less water.

Mr. Geisler: Traffic flow - when you enter this project you come in and you go straight but you are going to encounter a lot of traffic going out of the car wash, do you anticipate any

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traffic problems with that flow? Say I am coming east on the interior lane at Greece Center Drive and going into the project while there are cars coming out going east?

Mr. Cox: Most of the cars exiting the property are going to take a right, and that will not impact those pulling in.

Mr. Giesler: Could you put in a separate entrance and exit, like closer to the exit of the wash tunnel?

Mr. Cox: The problem is there is not that much stacking and if some car takes some time to turn, it could easily back up into the wash.

Mr. Fisher: We should have TAC look at the internal circulation.

Mr. Schiano: Can you provide us with the study and the information on the noise level.

Mr. Fisher: Some of the critical items we talked about are traffic and we hope to get some feedback, the visual effect of cars so we get some cross section to see what the height of the car or truck lights would be compared to the proposed height of the wall.

Mr. Antelli: Snow removal, would it be taken off site?

Mr. Cox: They is area to the left or the west so at the top it will be pushed to the west, and on the south end it would be pushed to the west. If overloaded it would be trucked off.

**Mr. Geisler made a motion, seconded by Mr. Antelli, to continue the application to the April 20, 2022 meeting.**

<b>VOTE:</b>	<b>Antelli</b>	<b>Yes</b>	<b>Burke</b>	<b>Yes</b>
	<b>Geisler</b>	<b>Yes</b>	<b>Anthony</b>	<b>Yes</b>
	<b>Selke</b>	<b>Yes</b>	<b>Sofia</b>	<b>Absent</b>
	<b>Fisher</b>	<b>Yes</b>		

**MOTION CARRIED  
APPLICATION CONTINUED TO  
APRIL 20, 2022**

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2. Applicant: Peter Elitzer  
Location: 2695 and 2723 West Ridge Road  
Mon. Co. Tax No.: 074-14-3-2 and 074-14-3-3.1  
Request: Site plan approval for a proposed building (two-story; 13,500± square feet total), with related parking, utilities, grading, and landscaping, on approximately 2.54± acres.  
Zoning District: BP (Professional Office) and BR (Restricted Business)

**Mr. Geisler made a motion, seconded by Mr. Antelli, to continue the application to the April 20, 2022 meeting, as requested by the applicant.**

<b>VOTE:</b>	<b>Antelli</b>	<b>Yes</b>	<b>Burke</b>	<b>Yes</b>
	<b>Geisler</b>	<b>Yes</b>	<b>Anthony</b>	<b>Yes</b>
	<b>Selke</b>	<b>Yes</b>	<b>Sofia</b>	<b>Absent</b>
	<b>Fisher</b>	<b>Yes</b>		

**MOTION CARRIED  
APPLICATION CONTINUED TO  
April 20, 2022 MEETING**

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**SITE PLANS**

**New Business**

1. Applicant: Atlantic Funding & Real Estate, LLC  
Location: Canal Landing Boulevard  
Mon. Co. Tax No.: 089.04-1-16.1  
Request: Site plan approval for the extension of Canal Landing Boulevard.  
Zoning District: BG (General Business) and EDIO (Economic Development and Innovation Overlay)

**The following is a synopsis of the discussion pertaining to the above-referenced request.**

Brian Burri, Bergmann PC, presented the application:

Mr. Burri: For the two (2) projects in Canal Ponds Business Park (Canal Landing Boulevard and 400 Bellwood Drive), for ease of presenting both, I depicted them on one page. In the Town of Gates, Atlantic is proposing a town house project which is across the street from the other Gateway Landing apartment building. In order to get access into the apartments we proposed to utilize this access road from Bellwood to the Home2Suites hotel. After discussions, we came to the conclusion of extending Canal Landing to a point, terminate it, utilize this access road and that could be a temporary ending from what we have all gone through with Canal Ponds and trying to get Canal Landing out to Lexington Avenue. This gives us another step towards that and provides some kind of relief for traffic to get to Bellwood Drive, 390 or Lexington Avenue.

Mr. Caterino: With this being a site plan, it was reviewed by Monroe County and their comments were mostly about what agencies would have approval authority on this. When we did approve 400 Bellwood Drive, we did approve for it to dead end with curbing and bollards, so they are now asking relief of that condition to extend the road through and hook up with Gates. In terms of Canal Landing extension, the big thing is that the road will be built and extended toward Gates but also that the road be dedicated to the Town of Greece. In the staff notes we do have a condition that prior to the Town signing final drawings is that the road existing and proposed is to be dedicated to the Town of Greece. We are talking about it all as one application in terms of approval and drawings, we can do it all as one application.

Mr. Burri: On the dedication, Al is going to do it. I do not know how long that actual process takes once he submits it, as long as he gets the application in, are we given the green light to bring in for signatures?

Mr. Caterino: Get the application in as soon as possible and let me speak with DPW and Engineering. The dedication process starts with them and eventually ends up being a Town Board resolution.

**Mr. Selke made a motion, seconded by Mr. Antelli:**

WHEREAS, Atlantic Funding & Real Estate, LLC (the "Applicant") has submitted a proposal to the Town of Greece (the "Town") Planning Board (the "Planning Board") for approval of a site plan, as more fully described in the minutes of this public meeting (the "Proposal"), relative to property located at Canal Landing Boulevard (the "Premises"); and

WHEREAS, having considered carefully all relevant documentary, testimonial and other evidence submitted, the Planning Board makes the following findings:

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1. Upon review of the Proposal, the Planning Board determined that the Proposal is subject to the State Environmental Quality Review Act (New York State Environmental Conservation Law, Article 8) and its implementing regulations (6 NYCRR Part 617, the "SEQRA Regulations") (collectively, "SEQRA"), and that the development of Canal Ponds was classified as a Unlisted action.
2. In accordance with SEQRA, the Town Board (the "Town Board") of the Town was designated as, and continues to be, the lead agency for the environmental review of the development of Canal Ponds.
3. The Town Board fully considered the alternatives, impacts, and mitigation measures that were identified in the Final Generic Environmental Impact Statement (the "FGEIS") that was prepared for Canal Ponds when the overall developers of the site, Pioneer Development Company, LLC, and Torrey Pines Realty Company, Inc., requested that portions of the Canal Ponds site be rezoned from an IG (General Industrial) Zoning District to BP (Professional Office), BR (Restricted Business), and BG (General Business) Zoning Districts (the "1991 Canal Ponds Rezoning").
4. On May 7, 1991, in accordance with SEQRA, the Town Board issued a Findings Statement (the "1991 SEQRA Findings Statement"), and then passed a resolution to approve the 1991 Canal Ponds Rezoning (the "1991 Canal Ponds Rezoning Approval"). In the 1991 SEQRA Findings Statement, the Town Board concluded that, in summary, the development of Canal Ponds would not have a significant adverse impact on the environment. The findings of the 1991 SEQRA Findings Statement are incorporated herein by reference as if fully set forth, as findings of the Planning Board in its decision on the Proposal.
5. The Planning Board has carefully considered environmental information that was prepared by the Applicant's representatives or the Town's staff, which included but was not limited to: a written description of the Proposal; conceptual site plans; aerial photographs; Part 1 of an Environmental Assessment Form (the "EAF"); and supplemental information about the Proposal (collectively, the "Environmental Analysis").
6. The Planning Board also has included in the Environmental Analysis and has carefully considered additional information that was submitted by the Applicant's representatives, including but not limited to: oral or written descriptions of the Proposal; maps and other drawings of the Proposal; and various oral or written comments that may have resulted from meetings with or written correspondence from the Applicant's representatives.
7. The Planning Board also has included in the Environmental Analysis and has carefully considered information, recommendations, and comments that may have resulted from telephone conversations or meetings with or written correspondence from various involved and interested agencies, including but not limited to: the Monroe County Department of Planning and Development; the Monroe County Department of Transportation; the New York State Department of Transportation; the Town Board; and the Town's own staff.
8. The Planning Board also has included in the Environmental Analysis and has carefully considered information, recommendations, and comments that may have resulted from telephone conversations or meetings with or written correspondence from owners of nearby properties or other interested parties, and all other relevant comments submitted to the Planning Board as of April 6, 2022.
9. The Proposal is consistent with the FGEIS, the 1991 SEQRA Findings Statement, and the 1991 Canal Ponds Rezoning Approval.



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10. The Planning Board has completed Parts 2 and 3 of the EAF, and has carefully considered the information contained therein.
11. The Planning Board has met the procedural and substantive requirements of SEQRA.
12. The Planning Board has carefully considered each and every criterion for determining the potential significance of the Proposal upon the environment, as set forth in SEQRA.
13. The Planning Board carefully considered the relevant environmental impacts, facts, and conclusions disclosed in the FGEIS and in all supplemental maps, descriptions, analyses, reports, and reviews.
14. The 1991 SEQRA Findings Statement weighed and balanced relevant environmental impacts with social, economic, and other considerations.
15. The Planning Board has made a careful, independent review of the Proposal and the Planning Board's determination is rational and supported by substantial evidence, as set forth herein.

NOW, THEREFORE, be it

RESOLVED that, pursuant to SEQRA, based on the aforementioned information, documentation, testimony, and findings, and after examining the relevant issues, the Planning Board's own initial concerns, and all relevant issues raised and recommendations offered by involved and interested agencies and the Town's own staff, the Planning Board determines that the Proposal will not have a significant adverse impact on the environment, which constitutes a negative declaration.

1. The Applicant shall develop the Premises in conformity with all details of the Proposal as presented in the written descriptions and site development plans, as orally presented to the Planning Board, and as set forth herein. In the event of any conflict among the oral or written descriptions of the proposal, the site development plans of the proposal, or the requirements or restrictions of this resolution, the Applicant agrees that the Planning Board shall determine the resolution of such dispute.
2. Any Town of Greece approval or permit for the Premises does not relieve the Applicant, developer, or owner of the Premises from obtaining all other town, county, state, or federal government approvals or permits that are required for the Premises. A note that indicates this requirement shall be added to the plan.
3. No building permits shall be issued unless and until the highway permits are issued, if any are required. A note that indicates this requirement shall be added to the site plan.
4. No building permits shall be issued for any of the lots in this subdivision unless and until the appropriate easement documents, including all necessary map references, have been filed in the Office of the Monroe County Clerk. The Liber and Page of easement filing shall be referenced on final as-built record drawings provided to the Town.
5. Prior to the granting of final approvals from the Town of Greece, the Applicant shall offer the Town of Greece the dedication of the existing and proposed to be built portions of Canal Landing Boulevard, subject to the approval of the Department of Public Works and Greece Town Board.
6. The Applicant shall enter into a sewer use agreement with the Town of Greece for the use of sanitary and storm sewers in the Town of Gates, subject to the approval of the Department of Public Works and Greece Town Board.
7. Subject to approval by the Town's Building Inspector, Fire Marshal, Commissioner of Public Works, and Town Engineer.

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8. Subject to approval by the Town of Gates
9. No building permits shall be issued unless and until a digital copy of the plans has been submitted. All sheets in the drawing set, with all necessary signatures, shall be provided in Tagged Image File (".TIF") format at a minimum resolution of 400 dpi.
10. Wherever this resolution refers to a specific applicant, developer, operator, or property owner, it shall be construed to include any successors and assigns.
11. Wherever this resolution refers to a specific public official or agency, it shall be construed to include agents, designees, and successors.
12. Wherever this resolution refers to a specific law, ordinance, code, rule, or regulation, it shall be construed to include any succeeding or superseding authority.

<b>VOTE:</b>	<b>Antelli</b>	<b>Yes</b>	<b>Burke</b>	<b>Yes</b>
	<b>Geisler</b>	<b>Yes</b>	<b>Anthony</b>	<b>Yes</b>
	<b>Selke</b>	<b>Yes</b>	<b>Sofia</b>	<b>Absent</b>
	<b>Fisher</b>	<b>Yes</b>		

**MOTION CARRIED**  
**APPROVED WITH CONDITIONS**

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2. Applicant: Indus Real Estate III, LLC  
Location: 3821 West Ridge Road, 3813 West Ridge Road, and 4 Elmgrove Road  
Mon. Co. Tax No.: 73.04-2-3, 73.04-2-1, and 73.04-2-4  
Request: Site plan approval for a proposed drive-thru establishment (one-story; 1,400± square feet), with related parking, utilities, grading, and landscaping, on approximately 0.59± acres.  
Zoning District: BR (Restricted Business)

**The following is a synopsis of the discussion pertaining to the above-referenced request.**

Rebecca Spurr, BME Associates, Civil Engineer, presented the application:

Ms. Spurr: Seeking final approval to develop a new Dunkin within the Town. This Dunkin would be drive-thru only as well as offer mobile order pick-up. It is a new Dunkin prototype, approximately 1400 square feet, single story, and no seating proposed within the store. The project site is located southeast corner of the intersection of Elmgrove Road which is a county road and West Ridge Road, which is a state road, in between the Verizon store and an auto repair shop. It is also two (2) parcels from the McDonald's which is all south of West Ridge Road. Subject property is three (3) tax parcels and we are proposing to consolidate those tax parcels into a single parcel that is around .6 acres. We also have provided a change of lot line application in order to do that. All three (3) parcels are zoned BR (Restricted Business), our site plan lays out in according to those lot requirements. The project proposes to be served by two (2) curb cuts, one off West Ridge Road and one on Elmgrove Road. Both accesses to be full service enter and exit. We are proposing to reuse the curb cut right on to Elmgrove Road and proposing to widen the curb cut a little to the east on West Ridge Road to accommodate that full service. The site plan shows our proposed circulation within the drive through queuing area bypass lane, which is 13-feet per fire code and our dumpster location. We also show 13 parking spots, the perpendicular spaces to the west of the building will be primarily for mobile order pick-ups, the angles spaces in the rear will be for employees or corporate visitors. The menu board will be located directly south of the building. There will be a preview board, two (2) window drive thru operating system, both those help with queuing and transaction times for the drive thru. Signage will be both pole-mounted and paint marking for vehicular and pedestrian access throughout the site. We have shown a pylon sign along West Ridge Road and another monument kind of directional sign shown on Elmgrove Road, one of those will require a variance as well as the preview board. We are proposing some one-way signage along the parking stalls, to kind of maintain the flow of traffic around the building as needed. We have some "Do Not Enter" signs where applicable, no left turn as you enter. The proposed plan has been reviewed by the County and State Department of Transportation (DOT) as well as the Greece Traffic Advisory Committee (TAC). Monroe County did not have any objections to reusing the entrance as well as keeping it a full service. The state pretty similar. We will have to apply for highway permits. We have provided any of the DOT's correspondence to the Town. We did prepare a queuing analysis for the site, from existing Dunkin stores owned and operated by the applicant. Maximum queuing length is 12 cars, which puts up just south of the crosswalk which is northwest of the building corner. Seven (7) is the average which puts us right before the preview board which is southwest of the building, before the parking spaces. So that ensure the vehicles will not back up to Elmgrove Road or West Ridge Road and the store has adequate storage on site. The queuing analysis will be provided to the DOT for their comments. We have public water that we will tie into off Elmgrove Road, eastern side of the road. Building will have a meter

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and back-flow inside, it will contain sprinklers. For sanitary sewers, there is an existing public manhole about 350 feet to the east on the McDonald's parcel. It is within an existing easement to the Town. What we are proposing is gravity sewer to that manhole so it does entail an easement from the parcel directly to the east of us, which we will try to obtain. If not, we have an alternative method of providing a private pump station on site, private force main over to the connection manhole and we can do that in the DOT right-of-way. Regarding storm water, most of the property drains to the north, we have designed storm water onsite with the Town of Greece and redevelopment guidelines. We are disturbing less than an acre so we do not need any post-construction storm water controls, however we are providing compliant to the Towns run-off rate which is reducing it by 30 percent for all the storm events. We are providing some storm water detention in the form of underground storage chambers so that will be kind of in the northeast of the site. We will be able to detain and reduce at a lower rate. It will provide some quality as well. That will drain to the states sewer system as it does today. Landscape plans currently show some landscape around the dumpster enclosure as well as the drive thru area, we will enhance landscape along West Ridge Road as well as western portion of the parking spaces. For lighting, we have provided our photometric plot and dark sky compliant fixtures, 17-foot-high poles on site, and mostly building-mounted lighting and a light fixture in the back. Elevations provided. We will be adding a sidewalk along West Ridge Road and Elmgrove Road per the planning department comments as well as a bike rack. HVAC will be screened and on the roof. The dumpster material will be revised to a solid material to match the building. We have a fence along the eastern property line.

Mr. Caterino: County and State DOT have reviewed this and comments are fairly minor due to the one access point for each road, Elmgrove Road and West Ridge Road. Internal circulation traffic is a big item and we will not be able to act on the application this evening. We have forwarded the queuing analysis to our Traffic Advisory Committee and their next meeting is not until April 11<sup>th</sup>. Once we have their input, we will provide it to the applicant and the board. Most of the planning comments were addressed, but concerned about internal vehicle congestion. In terms of the building elevations, a lot of the buildings in this area: Verizon; Brian's Auto; McDonalds; and the Country Club are lighter shade buildings. I think you need to lighten it up to something more of a tan/beige, that compliments and does not stand out as much. For DPW and Engineering comments, there major one was the access to the sanitary sewer and they would have to cross private property to get to it, so make sure those process is handled.

Mr. Selke: Was our Traffic Advisory Committee looking at this and advising the county and state with any recommendations?

Mr. Caterino: Our Traffic Advisory Committee does have representation from those agencies.

Mr. Brian Rotoli, 3801 West Ridge Road: They have a proposed six-foot fence that is going to block my view from the corner, I have had this property for the view for the cars, because I sell cars. I do not know if the six-foot fence stops or goes all the way to West Ridge Road. The biggest thing is turning left and right onto West Ridge Road, its three lanes plus the turning, so there is quite a bit they have to go by. Today alone, there is 19 cars that missed McDonald's, turns around in my parking lot to go to McDonald's or does an illegal U-turn in the middle of West Ridge Road to go to McDonald's. The other thing is the easement on my property, I am a single father, been in business for 20 years. There is no way I am going to survive them digging up my front and putting a 15-foot easement in the front of my property and try to conduct business. How am I going to park used cars there while it is all dug up. It is impossible to conduct business while it is all dug up.

Mr. Fisher: We have the same concern which is why we will have the Traffic Advisory Committee look at that West Ridge Road entrance and see if we can get more specific information.

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Ms. Spurr: The fence starts right at the building line so it does not go further to West Ridge Road and then is ends at the property line, kind of connects to an existing fence along the Ridgemont property line, that is really to separate the drive thru from another property.

Mr. John Ott, Director of Construction for Indus: The fence we usually do at the request of the neighbors, it is an expense that we incur gladly, and if it is something that the Town or the neighbors do not want we are happy to save the money. We will still do some landscaping there, certainly happy to work with our neighbor. Unique to this site, two (2) drive thru windows, that's abnormal for us, we don't usually do that but with the sensitivity to the traffic on West Ridge Road. We also put a preview board in which is abnormal, to speed the queuing process up.

Mr. Geisler: Have you checked into the corner property, are they willing to connect to the sewer along with you? Would you consider that?

Ms. Spurr: We would consider, we haven't approached them yet, but they are on septic too.

Mr. Geisler: Do you know what your peak hours are, going to be at a site like this.

Mr. Ott: Those are in the traffic study that we supplied, the queuing numbers and the traffic numbers are very specific so they are in that study.

Mr. Schiano: Peak hours, 7-9 in the morning.

Mr. Selke: The building colors, would you consider lighting up the colors?

Mr. Ott: We can adjust, we have to work within the brand standards but we can make adjustments, look at earth tones.

Mr. Selke: What kind of dumpster enclosure will you have, are you landscaping around it?

Ms. Spurr: Plantings to soften the enclosure, solid material to match the building.

Mr. Selke: What is the landscaping around West Ridge Road?

Ms. Spurr: We have lawn area shown but when we come back, some kind of landscape bed in both corners, something that compliments, maybe like McDonald's.

Mr. Fisher: We will continue this application to the next meeting to get the additional information back from the TAC and others that have been requested and updated elevations.

**Mr. Geisler made a motion, seconded by Mr. Antelli, to continue the application to the April 20, 2022 meeting, as requested by the applicant.**

<b>VOTE:</b>	<b>Antelli</b>	<b>Yes</b>	<b>Burke</b>	<b>Yes</b>
	<b>Geisler</b>	<b>Yes</b>	<b>Anthony</b>	<b>Yes</b>
	<b>Selke</b>	<b>Yes</b>	<b>Sofia</b>	<b>Absent</b>
	<b>Fisher</b>	<b>Yes</b>		

**MOTION CARRIED  
APPLICATION CONTINUED TO  
April 20, 2022 MEETING**

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PLANNING BOARD MINUTES  
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**SPECIAL PLANNING TOPICS**

**New Business**

1. Applicant: Atlantic Funding & Real Estate, LLC  
Location: 400 Bellwood Drive  
Mon. Co. Tax No.: 089.04-1-16.1  
Request: Request for relief of condition #1 (driveway layout) of a site plan, previously approved on October 7, 2015.  
Zoning District: BG (General Business) and EDIO (Economic Development and Innovation Overlay)

**For a synopsis of the discussion relative to this request, see the minutes of this meeting relative to the request for site plan approval by applicant Atlantic Funding & Real Estate, LLC.**

**Mr. Selke made a motion, seconded by Mr. Antelli:**

1. The Applicant shall submit a minor improvement plan providing detail (e.g. pavement type, width, curbing, striping, utilities, etc.) on the driveway connection from 400 Bellwood Drive to Canal Landing Boulevard, subject to the approval of the Town's Building Inspector, Fire Marshal, Commissioner of Public Works, and Town Engineer.
2. The Applicant shall provide a reciprocal cross access easement from Canal Landing Boulevard to Bellwood Drive and 300 Bellwood Drive, subject to the approval of the Planning Board Attorney and Planning Board Clerk.
3. Subject to the approval of the Town of Gates.

<b>VOTE:</b>	<b>Antelli</b>	<b>Yes</b>	<b>Burke</b>	<b>Yes</b>
	<b>Geisler</b>	<b>Yes</b>	<b>Anthony</b>	<b>Yes</b>
	<b>Selke</b>	<b>Yes</b>	<b>Sofia</b>	<b>Absent</b>
	<b>Fisher</b>	<b>Yes</b>		

**MOTION CARRIED  
RELEIF GRANTED WITH CONDITIONS**

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**ADJOURNMENT:** 8:17 p.m.

**APPROVAL OF PLANNING BOARD MEETING MINUTES**

The Planning Board of the Town of Greece, in the County of Monroe and State of New York, rendered the above decisions.

**Signed:** \_\_\_\_\_

**Date:** \_\_\_\_\_

Alvin I. Fisher, Jr., Chairman