

Town of Clarence
Planning Board Minutes
Wednesday June 20, 2007

Work Session (6:30 PM)

- | | |
|---------------------------|---------------------|
| ➤ Roll Call | ➤ Committee reports |
| ➤ Minutes | ➤ Zoning reports |
| ➤ Sign review | ➤ Miscellaneous |
| ➤ Update on pending items | ➤ Agenda Items |

Agenda Items (7:30 PM)

Item #1

Jerry Young/Staybridge Suites Hotel
Major Arterial

Requests Preliminary Concept Plan Review of a new hotel at 8005 Sheridan Drive.

Item #2

St Mary's Church
Traditional Neighborhood District

Requests Concept Plan Approval for a new worship hall at 6925 Transit Road.

Item #3

Christopher Carollo
Residential Single-Family

Requests Concept Plan Approval for a 2-Lot Open Development Area at 8720 Clarence Center Road.

Item #4

Four M's Development
Industrial Business Park

Requests Preliminary Concept Plan Review of a proposed Industrial Business Park at 10120 County Road.

Item #5

Master Plan 2015 Amendment

Discussion and Recommendation.

Chairperson Patricia Powers called the meeting to order at 7:30 PM. Councilman Bylewski led the pledge to the flag.

Planning Board Members Present:

Patricia Powers, Chairperson	Wendy Salvati, 1 st Vice Chairperson
Gerald Drinkard, 2 nd Vice Chairperson	Jeffrey Grenzebach
Timothy Pazda	George Van Nest
Richard Bigler	Albert Schultz

Other Town Officials Present:

James Callahan, Director of Community Development
Councilman Scott Bylewski
David Donohue, Deputy Town Attorney

Other Interested Parties Present:

Jim Blum
 Becky Schumacher
 Frank Daigler
 Don Daigler
 Michael Thore
 Mr. and Mrs. Stephen DiMatteo
 Pete Johnson
 Mark Tuffillaro

Ron Schumacher
 Jerry Young
 Theresa Daigler
 Melissa Thore
 Kathleen Daigler
 Ken Pearl
 Jason Knight
 Mark Meiler

Item #1

Jerry Young/Staybridge Suites Hotel
 Major Arterial

Requests Preliminary Concept Plan Review of a
 new hotel at 8005 Sheridan Drive.

DISCUSSION:

Jim Callahan provides the background on the project. It is located on the southeast corner of Sheridan Drive and Transit Road; it consists of six (6) plus acres in the Major Arterial Zone. The applicant was tabled at a previous Planning Board meeting to consider some changes and add information to the site plan. The applicant is present to introduce the revised site plan and to seek referral to continue the review process.

Jerry Young is present and explains the plans have been revised to show a three-story building as opposed to a four-story which was the original plan. There are now 98 units. The building spreads out a little more on the property but there are plenty of clearances.

Pete Johnson, of William Schutt and Associates, explains that a tree survey is done. There is some reconciling to do with regards to the boundary work with respect to the DOT.

Mr. Young said currently there is approximately 3.8 acres of green space on the property, after completion of the project there will be approximately 2.6 acres of green space. The total acreage is approximately 6.2 acres.

Gerald Drinkard refers to the buffer on west property line. He said the code states a minimum of a 45' buffer if the property is against a residential use. He suggests a 100' buffer; this will allow more greenspace, will act as a buffer to the residents and allows for landscaping to help buffer sound. There is a topographical map in the file, Mr. Young refers to the map and states there are many trees to act as a buffer on the east side of the property.

Jeffrey Grenzebach is concerned with the traffic flow and said making a left on Transit Road, from the site, is very difficult at any time of the day. The grade on the road is slanted. Mr. Young said he presented an option to the NYS DOT to bring the entrance/exit closer to the access road, the DOT said they would prefer the entrance/exit to stay where it is. Mr. Young said there will probably an exit on to Sheridan Drive where there will be easy access to Transit Road; there will be signage on the site to direct traffic. The DOT may want the applicant to modify the exit on Transit Road, perhaps straighten the angle. Wendy Salvati points out that there is a merge of 3 lanes to 2 lanes in that area. Vehicles will have to be restricted from making left hand turns out of the entrance. Mr. Young said a sign will be posted. Mr. Young has made a left from the site on to Transit Road.

George Van Nest questions the line of site for travelers exiting on to Sheridan Drive. Mr. Johnson said the line of site and the traffic is better in this area. George Van Nest and Wendy Salvati disagree. Traffic numbers have not been generated for the project yet.

Mr. Young said he is not looking to have the restaurant approved at this point. Wendy Salvati said the plan must be reviewed and approved for full build-out of the site, which would include the plan for the restaurant. Mr. Young asks for confirmation that, if the restaurant is reviewed and approved at this stage, then the applicant would not have to come back before the Board to obtain approval for the restaurant. Wendy Salvati said that is correct. She thinks the most problematic part of the proposal with regards to traffic is the 270 seat restaurant; she is not in favor of the 270 seat restaurant, she does not have a problem with the hotel.

Mr. Drinkard refers to the Landscape Law in which it says 8% green space is required within the parking areas.

Albert Schultz said it might be acceptable under Preliminary Concept Review to segment those to functions, but under SEQRA the restaurant and the traffic generated would have to be included.

Wendy Salvati said a traffic study will be required. She does not want to see the applicant have to plan for more mitigations than might be necessary.

Mr. Young said, since there are 98 units, there will be no more than 98 trips a day. Mr. Johnson said based on the information manual for this type of hotel the number of vehicle trips is estimated at 40-50 per hour.

The revised plan shows a smaller restaurant; the original restaurant was 9500 square feet, the revision shows a 7500 square foot restaurant.

Patricia Powers reads the following letter dated June 19, 2007 into the record: "I am writing to inform you that our office represents the property owners that are immediately adjacent to the above-referenced project site. The Reade family, as current owners of 8051 Sheridan Drive, and former owners of the project site itself, will be directly impacted by the proposed development. As such, there are various concerns/recommendations that our client wishes to bring to the attention of the Planning Board. Initially, it is important to stress that the Reade family does not desire to prevent the proposed project from coming to fruition. Rather, the Reades look forward to working with the developers in an effort to create a project that conforms to the character of the neighborhood, and is compliant with the Clarence Master Plan. When determining whether a certain piece of property conforms to the character of the existing neighborhood, it is important to understand the historical significance of the site. The existing Sheridan Court Motel and Transit Manor that exist on the proposed project site were built by the Reades' grandparents, and actually designed by the grandmother. It is one of the few examples in the Town of Clarence whereby the property was designed, developed, and operated by a Clarence resident. For many years, the Reade family conducted a successful business on the site. Subsequently, in the early 1990's, the Reade family sold its interest in the subject property. Since that time, however, the property has unfortunately been allowed to deteriorate. In an effort to properly redevelop the subject property, the Reades respectfully request the Planning Board to consider the following: Master Plan-Chapter V of the Clarence Master Plan states that the "specific type of commercial development should relate to the existing character of adjoining uses." In particular, the Plan states that: The South side of Sheridan Drive from the westerly Town line to Harris Hill as a new Neighborhood Business zone to accommodate small offices, service shops and similar uses which help

to *retain a residential character*. While the subject property is located at the corner of Transit Road and Sheridan Drive, the proposed project does, in fact, have a Sheridan Drive address, which triggers the above captioned language. As such, it is important to approve a site plan that makes a serious attempt to accommodate the residential nature of this portion of Sheridan Drive. One suggestion to alleviate the impact of the project to our clients' adjacent residential property is to require the applicant to locate the hotel much further south on the property than is being proposed. This would make the hotel's presence much more prevalent on Transit Road (where this type of development is envisioned), and greatly reduce the impact to the residential nature of Sheridan Drive. In fact, under the current layout, much of the proposed hotel would not even been noticeable from Transit Road, as the elevation of Sheridan Drive is much higher than Transit Road. Additionally, the Master Plan states following: Create a buffer zoning classification to allow for compatible uses between the Major Arterial and Commerical Zoning classifications and single-family residential areas. The current zoning map of the Town of Clarence does not provide for a buffer, as the Major Arterial zoning district abuts residential zoning and uses. As a result, it is our position that the proposed hotel should be located on the site as far west and south as possible. In addition to the zoning area, the Master Plan also states that this particular section of Sheridan Drive should focus on the redevelopment and reuse of existing structures, rather than demolition and reconstruction. It is our position that the current developer has a great opportunity to do so by preserving the existing "Transit Manor." Transit Manor-The Transit Manor is the yellow-brick structure located to the south of the Sheridan Court Hotel. The building was constructed circa 1962, and offers a prime opportunity for redevelopment. Indeed, should the Planning Board agree that the hotel should be located further to the south; a unique opportunity would exist to utilize the Transit Manor and incorporate its façade into the new structure. This would achieve the goal of the Master Plan, by avoiding demolition and reconstruction, as well as inject a great deal of character into the project. Our client feels strongly that, by incorporating the Transit Manor into the new structure, the proposed hotel would fit much better into the rustic character of the Town of Clarence. It is a fair assumption to state that the Town is not looking for a hotel similar to those located on Genesee Street, across from the airport, or near the University of Buffalo in Amherst. Trees-As you know, a significant portion of the subject property is covered with large stands of trees. In fact, attached hereto is a photograph taken from the Maple Road/Transit Road intersection, which evidences the prominence and visibility of the trees that are currently located on the property. The Master Plan is unambiguous as to the importance of large, mature trees to the character and appeal of the Town of Clarence. Again, by placing the proposed hotel further south on the property, many, if not all, of the trees located closer to Sheridan Drive can be preserved. We recommend that the applicant engage the services of a licensed arborist, in an effort to identify trees of a particular significance. In addition, our client would like to see as many trees located along the easterly property line as possible. This would provide a significant noise and visual buffer to the residential home that is immediately adjacent. Greenspace-Lastly, with the presence of a single-family residence next to the proposed project site, greenspace is of the utmost importance to our client. Therefore, we would like to see a layout with the majority of the parking located on the west and south sides of the site. In addition, these parking areas should be located as close to the west and south property lines as permitted by the Zoning Code. The Clarence Master Plan states that "the preservation of open space...does require a great deal of thought to efficiently and effectively lay out a land use." Accordingly, we hope the Town is able to convey our clients' concerns to the developer of the proposed hotel project." The letter is from Brad Davidzik of Damon & Morey LLP.

The total square footage of the hotel is 70,000.

Wendy Salvati wants to see a plan that shows what the applicant actually wants to do on this site. Mr. Young said he wants to build the hotel; he wants to show the Board the restaurant because that is in the future plans.

Gerald Drinkard said the buildings on the property will have to change to embrace the 100' green space buffer and the landscaping that will be in the parking area. Mr. Young has a small issue with the request for a 100' buffer when the code states a 45' buffer is adequate, Mr. Drinkard said the requirement is for a minimum of 45'. Mr. Young said there is one house in the immediate area; it is not a residential area. Wendy Salvati said the Planning Board will do what they can to protect the house. Mr. Young said the buffer is almost 75' before the parking area and there is 170' from the property line to the hotel. Wendy Salvati said the plan does not intend to keep the 75' of buffer; it plans to take approximately 15' feet away for 30 more parking spaces.

George Van Nest asked the applicant if he has additional ideas on traffic flow and direction that can be shown on the plan. Mr. Young said he presented options to the DOT and the issue was that the proposal entrance/exit was too close to the access point. There will be signage on the site to provide direction for traffic flow.

Mr. Young points out that the proposed sign on the plan is not to scale; the sign was placed on the plan just to show the location of it.

Wendy Salvati points out that and project in the Major Arterial zone that exceeds 50,000 square feet needs a Special Exception Use Permit (SEUP).

ACTION:

Motion by Gerald Drinkard, seconded by George Van Nest, to **table** Item # 1 to allow the applicant time to prepare and submit a revised plan to show what was discussed this evening.

ON THE QUESTION:

Mr. Young said the landscaping within the parking lot will be accomplished. 100 parking spaces are required for the hotel and another 90 spaces for the restaurant, Mr. Young said these spaces are provided on the plan.

Jeffrey Grenzabach would like to see the buffer issue resolved and shown on the plan. Gerald Drinkard suggests a 100' buffer is reasonable. Mr. Young said to put a 100' buffer on this side of the site is squeezing the site and it might be better to go back to the four-story design, he points out that the plan meets code, which is 45'. Gerald Drinkard said his motion includes the requirement of a 100' buffer.

George Van Nest adds to the motion by indicating that the applicant is required to submit a summary of proposals and responses from the DOT concerning the traffic issues as well as copies of any e-mail correspondence reflecting the DOTs position. Mr. Young said that will not be a problem.

Wendy Salvati suggests the site plan include the trees.

In response to Wendy Salvati's question regarding how storm water will be accommodated on site, Mr. Johnson said there are existing catch basins on site. One option would be underground

retention that uses both bedrock and dry wells. If there is an area of open green space a rock basin is an option as well. Mr. Johnson said he is confident that the storm water will be managed on site.

The restaurant must be indicated on the plan, as the TEQR Committee will need to review the entire site.

The plan is to show landscaping in the parking lot.

George Van Nest clarifies that the code says a minimum of a 45’ buffer is required, this is not the maximum; the 100’ is a request of the Planning Board for additional green space.

Patricia Powers	Aye	Wendy Salvati	Aye
Gerald Drinkard	Aye	Jeffrey Grenzabach	Aye
Timothy Pazda	Aye	George Van Nest	Aye
Richard Bigler	Aye		

MOTION CARRIED.

Item #2

St Mary’s Church
Traditional Neighborhood District

Requests Concept Plan Approval for a new
worship hall at 6925 Transit Road.

DISCUSSION:

Jim Callahan provides the background on the project. The project is located on the south east corner of Transit and Stahley Road in the Swormville Traditional Neighborhood District.

Jeffrey Palumbo, of Damon & Morey, is representing the applicant. Ken Pearl and Bill Schutt are representatives as well. Mr. Palumbo indicates that a revised plan has been submitted to the Planning Board per their request. Within the plan the parking count is shown, the location of the pond is depicted, the wetland and adjacent driveways are shown. Mr. Palumbo said there are three issues, some of which are new to the St. Mary’s representatives. The first is with respect to the 30,000 square foot limitation as that relates to a Special Use Permit; because the buildings are connected it appears that the project is in excess of 30,000 square feet, which appears to be beyond the authority of the Town Board to grant. If this is the case, Mr. Palumbo said the plan will change to disconnect the buildings. Another issue that was raised is how this proposal may not coincide with the sense of community, Mr. Palumbo responds by saying St. Mary’s is a great part of the sense of community, it has been here since 1866. The applicant has done what they can with respect to the traffic issue, there have been people there and there are going to be people there. Mr. Palumbo does not believe that he is before the Planning Board this evening at Concept Plan stage to discuss the architecture of the building; ultimately this is the Town Board’s decision. He points out that according to a section of the Town’s ordinance the Planning Board has 45 days, from submittal, to make a decision; this project was first heard in January 2007. There is not going to be a road out to County Road. The plan has been reviewed by the DOT and by the County.

George Van Nest said there is an existing traffic problem on Stahley Road on Sundays. Mr. Palumbo will not admit that there is a traffic problem; he will admit that there is traffic for short periods of time in the area.

Wendy Salvati said the church keeps growing and with this growth has changed the character of the community.

Timothy Pazda does not think the applicant has done all they can to address the traffic issue. He thinks if the entrance/exit could be moved further down Stahley Road or County Road or move the exit to Transit Road the situation would be better. This seems to be a traffic issue. Mr. Palumbo said there is no proof that there is a traffic problem, there are cars leaving the site after Mass on Sunday; this is a temporary situation. Mr. Van Nest said by applying logic, experience, common sense and listening to the concerns of the neighbors the Planning Board has asked the applicant to try and alleviate some of the traffic and parking issues by coming up with different proposals, designs and ideas.

Patricia Powers refers to the November 15, 2006 Town Board meeting minutes in which Councilman Weiss said he is concerned with the architecture not fitting into the neighborhood and the traffic issues. Councilman Bylewski said the items that came up in public participation will be addressed in the review process including traffic flows and parking on and off site. Supervisor Hallock said this being in a Traditional Neighborhood District; the Board would attempt to have the building fit in with the character of the neighborhood. Councilman Bylewski said he would like the Planning Board to also look at the architectural style and design in the Traditional Neighborhood District. Part of the charge of the Planning Board is to review the style and design of the building. Mr. Palumbo said the Town's ordinance gives that authority solely to the Town Board.

Mr. Pearl addresses the traffic options: discharge to County Road, discharge to Stahley Road and discharge to Transit Road. The applicant has responded and has had discussions with the Town's Building Department and the Town Engineer with regards to what their preferences are. The issue of going out to County Road through the new property is not just a couple of people here butting heads with the Planning Board; there is a wide consensus with many people on various committees that are involved. They do not want to wipe out green space. They have traveled to many states in the northeast to look at the architects work, they were chosen because of their specialization in this work.

Wendy Salvati voices her concern with the compatibility of this proposal within the Traditional Neighborhood District. She refers to the Master Plan which states what the Town wants to do in Swormville, Clarence Center and Clarence Hollow is to maintain and promote the historic character of those areas and that preserving the historic aspects of the Town has been identified as a significant community goal and will be critical to the long term health of the Town. The plan goes on to challenge the Board to ensure that new proposals are compatible with the existing character of the area. One of the number one goals under the intent of the TND is to continue to accomplish the sense of community. Wendy Salvati now refers to the Zoning Code section 229-67 Design Standards A (2) which indicates that the scale, proportions, massing and detailing of any proposed buildings or major renovation shall be in proportion to the scale proportion, massing and detailing in the area. She thinks that something this large is no longer consistent with TND, if this is to move forward perhaps the Town Board needs to rethink the zoning for this area.

ACTION:

Motion by Wendy Salvati, seconded by Patricia Powers, to **deny** Item # 2 for the reasons stated above.

ON THE QUESTION:

Gerald Drinkard asks if the church is growing in proportion to the neighborhood.

Patricia Powers asks if there is anyone in the audience that would like to bring information to the Board that has not been previously addressed.

Melissa Thore advises the Planning Board that the parcel to the south is for sale. It is approximately 247' x 400' and is for sale by owner at a price of \$650,000.

Kathleen Daigler apologizes to the Board and to Father Yetter for her behavior two weeks ago at the Planning Board meeting. She is not with the residents between Transit Road and County Road, she said the majority of the residents do not have concerns with the architecture; their main issue is having the exit moved between 8010 and 8015 Stahley Road.

Patricia Powers	Aye	Wendy Salvati	Aye
Gerald Drinkard	Nay	Jeffrey Grenzebach	Aye
Timothy Pazda	Aye	George Van Nest	Aye
Richard Bigler	Aye		

MOTION CARRIED.

Mr. Palumbo asked for the reasons of denial. Wendy Salvati provided him with a copy of a memo outlining the Planning Board's reason for denial. The memo is in the file.

Item #3

Christopher Carollo Residential Single-Family	Requests Concept Plan Approval for a 2-Lot Open Development Area at 8720 Clarence Center Road.
--	---

Per the applicant's request, this item was removed from the agenda.

Item #4

Four M's Development Industrial Business Park	Requests Preliminary Concept Plan Review of a proposed Industrial Business Park at 10120 County Road.
--	---

DISCUSSION:

Jim Callahan provides the history on the project. It is located on the north side of County Road, west of Strickler Road and consists of approximately 4.2 acres. The project was introduced to the Planning Board at the June 6, 2007 meeting where it was tabled seeking additional information.

Jason Knight of Greenman Pedersen is present along with Mark Tufillaro. Mr. Knight explains that a new site plan has been submitted that addresses the concerns the Planning Board voiced at the previous meeting. The southerly hedgerow is not on the applicant's property therefore it will remain aside from the ingress and egress. The northern hedgerow is approximately 39' south of the north property line; the intent is to maintain the hedgerow. The proposed lighting locations are shown on the site plan as wall packs. The applicant has refrained from putting lights on the northern portion of the two northern most buildings to alleviate any light issues for the neighbors to the north. Mr. Knight

said they tried to re-align the two most northern buildings but they could not. The storm water retention basin has been reduced in size. Through a preliminary review of the applicant's engineering department it is indicated that there is enough room in front of each building to accommodate the sand filters. The sanitary lines would run to individual sand filters on the east side of the road. There will be two sand filters; each will pick up three buildings. Mr. Knight said that knowing there is a swale on the northern portion of the site that empties to the adjacent ditch which is east; it might make sense to use this area for storm water locations.

Gerald Drinkard asked what type of truck traffic will take place at the site. Mr. Tufillaro does not believe there will be semi trucks on the site, perhaps UPS trucks. There are no tenants yet. Mr. Drinkard points out that the center corridor does not allow for heavy duty traffic. Mr. Tufillaro's intent is space for landscaping businesses or construction businesses where a tenant may have a panel van and bring materials to the site for their own use; the vehicles would be in the building with the materials. Any sort of large truck delivering construction materials would not be taking place at this site. Wendy Salvati asked how the Planning Board can be guaranteed that there will be no large truck traffic at the site.

Patricia Powers said that through an environmental review it was indicated that there may be an endangered species at the site. Jim Callahan explains that there are mechanisms to stage construction to avoid impact of that particular animal, but until the referral under TEQR is done the details are not known.

Jeffrey Grenzebach asked if there is any way to turn the last two buildings, he is concerned with the sound and lighting being carried through the corridor of the buildings. Mr. Knight said the hedges are tall in that area, there will be no lights on the rear of those buildings and the applicant has discussed adding landscaping, perhaps some deciduous trees, to the northern hedgerow. This site will not have a high trip generation all day. Wendy Salvati agrees with re-aligning the back two buildings, she asks the applicant try and re-configure the plan to move the back two buildings. Mr. Tufillaro said they will not fit if they are moved, Ms. Salvati said she is asking the applicant to revisit the design of the buildings. Mr. Tufillaro does not understand why he can not accommodate the Planning Boards concerns with his plan for landscaping; Ms. Salvati is not sure that will work.

Gerald Drinkard asked what the landscaping plans are for the site. Mr. Knight does not have a full blown landscape plan but is willing to work with the Board to address any concerns.

Mr. Tufillaro explains that the front buildings would be built first, then he would work towards the back of the site. If a tenant needed a larger building, the applicant would probably come back with an amended site plan.

Wendy Salvati is concerned with the lighting on there rear of the buildings that are built prior to the last two buildings, their light will not be shielded for the neighbors. Mr. Tufillaro said the lights are wall packs that shine down. He goes on to say that the site will be very passive during the day. Hours of operation would be daylight hours; it will not be open 24 hours. The site will not be locked and secured.

Ron Schumacher owns a couple lots north of the site, on Martin Road. He thanks the applicant for making the adjustments the Board had requested. Mr. Schumacher said he has photos of the Kelkenberg complex; the photos are on a CD in the file. There is a berm with 3' high trees planted every 20', there is no visual berm. He suggests the utility lines run underground. The hedgerow

should be maintained. He voices his concern with the tenants, it is difficult to know who will lease the buildings and if they will be noisy or keep late hours such as the body shop at Kelkenberg's. Wendy Salvati said the applicant should put all the electric lines underground, Mr. Tufillaro will take this into consideration.

Gerald Drinkard suggests putting the rear landscaping in with the first building. Mr. Tufillaro does not see that as being a problem. Timothy Pazda asked the applicant if there is any possibility that the hedgerow will come down once the engineering on the site is done, Mr. Tufillaro said no. Wendy Salvati said if this project moves forward the Planning Board would want a guarantee that the hedgerow will not be touched. Jim Callahan said the development plan will be back before the Planning Board and they will know at that time. Wendy Salvati said if the development plan comes back and the hedgerow is affected the Planning Board will ask the applicant to redesign the buildings.

There is a wire fence along the hedgerow. Mr. Knight thinks that may have been a lot line indicator from years ago. There is no intention to remove the fence as it may impact the hedgerow. A neighbor suggests the trees be added to their side of the hedgerow, Mr. Knight said that would be a better amenity for the neighbors.

Mark Meiler, of 10155 Martin Road, is concerned with drainage issues and suggests the applicant obtain permission from Reliable to run a drainage pipe on their property to the ditch, otherwise the land is going to get really wet. Mr. Meiler said the hedgerow is thin.

Wendy Salvati explains that the applicant has to put a 45' greenbelt buffer at the back of the site. If the hedgerow is deciduous she suggests the landscaping go behind the hedgerow, on the side that faces the neighbors; the applicant should plant a solid row of evergreen trees. She goes on to explain that when the drainage is designed for the site, the applicant has to make sure they do not displace any more water than what is coming off of it now; they can not create a flooding problem on someone else's land.

ACTION:

Motion by Patricia Powers, seconded by Timothy Pazda, to **refer** the project to the TEQR Committee for further study and to find out if there is an endangered species on the site. The concerns are: 1.) An adequate buffer to the north to help mitigate noise, view of the site and lighting, 2.) Drainage, and 3.) Wetlands.

Patricia Powers	Aye	Wendy Salvati	Aye
Gerald Drinkard	Aye	Jeffrey Grenzebach	Aye
Timothy Pazda	Aye	George Van Nest	Aye
Richard Bigler	Aye		

MOTION CARRIED.

Item #5

Master Plan 2015 Amendment

Discussion and Recommendation.

DISCUSSION:

The Planning Board had prepared a planning document that was discussed at several meetings. Mr. Callahan thinks the Planning Board is ready to make a recommendation to the Town Board or to do environmental analysis on the document as prepared.

ACTION:

Motion by Gerald Drinkard, seconded by Richard Bigler, to **refer** the Master Plan 2015 Amendment to the TEQR Committee.

ON THE QUESTION:

Timothy Pazda asked if it is a pre-amendment. Patricia Powers said it is a pre-amendment as developed in this document.

Patricia Powers	Aye	Wendy Salvati	Aye
Gerald Drinkard	Aye	Jeffrey Grenzebach	Aye
Timothy Pazda	Aye	George Van Nest	Aye
Richard Bigler	Aye		

MOTION CARRIED.

Patricia Powers asked that the Planning Board members review the drafted Sign Law and come up with any changes; they are to be prepared to act at the July 18, 2007 meeting.

Meeting adjourned at 9:29 p.m.

Carolyn Delgato
Senior Clerk Typist