

TOWN OF HENRIETTA PLANNING BOARD

April 25, 2017

AGENDA

Peter Minotti, Chairman
Devon Van Vechten, Vice-Chairman
Lawrence Neill
Stephen R. MacIntyre
James Grunert
Patricia Brill
Matthew Borkowski
William Walker, Esquire

MAIN MEETING ROOM

ROLL CALL: 7:00 PM

MINUTES: March 28, 2017

PUBLIC HEARING:

Application No. PB-312 **Howlett Farm Subdivision** - For preliminary subdivision approval of a proposed subdivision consisting of 107 residential lots and two exception parcels located at the southeast corner of East River Road & Erie Station Road in a Residential R-1-15 Zoned District. Tax Account Nos. 188.03-1-16.2, 188.02-1-45.1, 188.03-1-16.12 and 188.04-1-40.

APPLICATIONS:

Application No. 17-004 **755 Jefferson Road – Proposed Parking Expansion** – For final site plan approval of a demolition of an existing building and reconfiguration of an existing parking lot on the property located at 755 Jefferson Road in an Industrial Zoned District. Tax Account No. 162.09-01-2.1. **(SEQR)**

Application No. C17-002 **VA Rochester Community Based Outpatient Facility -** For the **conceptual** review of the construction of a new VA Outpatient Clinic located at 272 Calkins Road in a Commercial B-2 Zoned District. Tax Account Nos. 175.08-1-31 & 175.08-1-2.

DISCUSSION ITEM: **Town Center Apartments – South** - Planning Board to consider granting an extension of time for Application No. 16-006 – Town Center Apartments - South. Planning Board approval was granted at the May 31, 2016 Planning Board Meeting.

Note: Applicants must have a representative available at the time the application is called. If the meeting should run past 12:00 a.m. (midnight), the Chairman may temporarily adjourn the meeting. The meeting will reconvene on **May 2, 2017 at 7:00 p.m. in Main Meeting Room**

**TOWN OF HENRIETTA
PLANNING BOARD MINUTES
April 25, 2017**

A regularly scheduled meeting of the Henrietta Planning Board was held on Tuesday, April 25, 2017 at the Henrietta Town Hall, 475 Calkins Road, Henrietta, New York 14467. The meeting was called to order at 7:00 p.m. by the Planning Board Chairman, Peter Minotti.

MEMBERS PRESENT: Peter Minotti, Chairman
Devon Van Vechten, Vice Chairman
Stephen R. MacIntyre
James Grunert
Patricia Brill
Matthew Borkowski
William Walker, Esquire

MEMBERS ABSENT: Lawrence Neill

ALSO PRESENT: Christopher Martin, P.E., Director of Engineering & Planning
Terry Ekwel, Fire Marshal/Building Inspector

PETER MINOTTI, CHAIRMAN

A public hearing is being held before the Henrietta Planning Board today, Tuesday, April 25, 2017, at 7:00 p.m. in the Main Meeting Room, 475 Calkins Road, Henrietta, NY 14467 to hear all persons with regard to the following application:

Application No. PB-312 Howlett Farm Subdivision - For preliminary subdivision approval of a proposed subdivision consisting of 107 residential lots and two exception parcels located at the southeast corner of East River Road & Erie Station Road in a Residential R-1-15 Zoned District. Tax Account Nos. 188.03-1-16.2, 188.02-1-45.1, 188.03-1-16.12 and 188.04-1-40.

This Public Hearing is being held so that you, the general public, can present your opinions to the Henrietta Planning Board regarding subdivision concerns, specifically limited to the lots, trees, open space, the infrastructure, utilities, sidewalks and flood prone areas. Good evening.

(From audience, Lucas Bushen, Marathon Engineering, "Good evening.")

PETER MINOTTI, CHAIRMAN

Are you here to represent the applicant?

(From audience, Lucas Bushen, Marathon Engineering, "I am.")

PETER MINOTTI, CHAIRMAN

Excellent. State your name, and the firm you represent please, for the record.

(From audience, Lucas Bushen, Marathon Engineering, "Should I use the microphone?")

PETER MINOTTI, CHAIRMAN

Yes, would you please? If it won't turn on, Mrs. Brill is handling all...

LUCAS BUSHEN, MARATHON ENGINEERING

Check. My name is Lucas Bushen, I'm here from Marathon Engineering, I'm joined by Bruce Howlett, the applicant. We are here seeking preliminary overall approval of a one hundred and seven (107) lot subdivision. The parcel is fifty-six (56) acres, should I rotate this so that the Board can hear it?

PETER MINOTTI, CHAIRMAN

The Board has it, so thank you. Let's keep it so the residents can see it.

LUCAS BUSHEN, MARATHON ENGINEERING

So it's fifty-six (56) acres of development located just south of Erie Station Road and just east of East River Road. East River runs north/south, so you can see where north is pointing on this rendering. The state Thruway is at the top, down south of East River is the Scottsville-West Henrietta Road intersection across from our property, further south is Sweet Pea. The Livonia, Avon, Lakeville Rail Road crosses East River and borders our property on the southeast. And further south, is the Martin Road intersection, with East River. We submitted concept plans to the Planning Board in January, we held a number of meetings, one of them being a public information meeting in which we introduced the project to the public and also received their feedback and input on the project. We also presented it formally to yourselves, the members of the Planning Board, then proceeded to prepare and submit preliminary subdivision plans on March 23rd. Since then, a number of things have happened, the configuration has changed slightly, as you see, you have two (2) big sets of plans, and I'll get more into that later, but I will touch on each of those changes that have happened and why. Those plans, those revised plans, were submitted on April 19th. So the existing parcel is used for agricultural purposes, there is a number of residences adjoining the development. There is also state wetlands covering a majority of the exception parcel #2, and they run back along the railroad tracks, across our property and under East River Road, where they eventually float to the Genesee River. It's zoned R-1-15, which is fifteen thousand square foot (15,000 S.F.) lots. We are proposing a subdivision under Town Law §278, which allows you to shrink the development and leave more open space. So our lots are down closer to a quarter of an acre compared to the third that's required in the Town ordinance. Our lot sizes are on average sixty-five feet (65') wide by one hundred and seventy-five feet (175') deep. Our front setback, along the Town road, the proposed Town road, is thirty-five (35') with a sixty foot (60') setback from the county road. Eight and ten foot (8' and 10') setbacks from the side and rear are maintained throughout the subdivision. As I mentioned, the Town Law §278 allows for the open space which you see buffering on the development on all sides. There's about eighteen and a half (18.5) acres of open space in this proposal and I'll allow Bruce to talk a little bit more about his vision for that open space and how he would like it to be used as a habitat for both wildlife and for the community. There's, currently there's seventy-five percent (75%) greenspace throughout the site, seventy-five percent (75%) pervious area. The existing topography kind of falls back to the southeast towards the railroad. It's very uniform grade across the site, there's no steep slopes and we are, our grading plan is relatively consistent with the existing grade; no major cuts or fills. In terms of the configuration of the roads, we had presented a concept plan that showed two (2) entrances on East River and then met with both the Town Engineer and the County D.O.T., the State D.O.T. and our traffic consultant, SRF Associates, and determined the layout presented today to be the better configuration. The southern driveway entrance is offset five hundred and fifty feet (550') from the intersection with Scottsville-West Henrietta Road. That location was decided based on the requirements of the County D.O.T. and the recommendations

of SRF Associates; they performed a traffic impact study and supplemental analysis after our meeting and derived this location. You'll also notice that the cul-de-sac has been eliminated. That can be looked at as a plus; there's no need to maintain a cul-de-sac, which can be difficult to plow for the Town and etcetera. Also, there's some space to bring utilities through. If you look between lot 3 and 4, there's a gap of land that we were able to give to the open space, allowing those lots not to be infringed by easements as the utilities come through there down to the stormwater management facility and the pump station that I'll talk more about. In terms of the sanitary sewers, the entire subdivision is fed by gravity sewers. Bruce has offered to extend those sanitary sewers to the adjacent homeowners that you see in this block, so those homeowners who are currently on septic systems will have the option to connect to the gravity sewers if they so desire. The sewers will then drain to the southern end of the development and a pump station will be installed to pump those flows up and across the street to the Shadow Ridge Subdivision whose gravity network then flows to the county interceptor sewer. The water will be provided by the County Water Authority and will be public water, we've had preliminary conversations with them regarding points of connection; there are two (2) that we have selected at both entrances that will eliminate the need to cross any roads or any open cuts or borings, so that's a positive. In terms of stormwater, as I mentioned, this site drains to the southeast, towards the railroad. There's an existing drainage channel along the railroad; we will be utilizing that existing channel. It will take about half, a little more than half of the subdivision will outlet to that channel and then be directed into our stormwater management facility. There will be one other inflow point to the stormwater management facility through that open space strip that I mentioned in between lots 3 and 4, and that location will be a bio-retention area, which is a practice required by the State D.O.T., it treats the first flush of water, which is the volume of water that first flows across open land and collects all the pollutants so that will be treated by the bio-retention area. And then the stormwater management facility is a standard wet pond that you might see in other subdivisions, with a safety bench, deep ponds, and the outlet control structure will be a weir wall, which tends to be easier to maintain; it performs more consistently and is more suited for a subdivision of this size. With that, I'll allow Bruce to talk quickly about the landscaping that's shown in this preliminary design as well as kind of his take on the project and the reasons for it. So, thank you for your time. Bruce?

BRUCE HOWLETT, HOWLETT FARMS

Welcome everybody. First of all, I apologize for being dressed the way I am, but I almost missed the meeting because one of the things I have to talk about is this open space, that's what we were doing tonight, is we were plucking trees out of the ground and preparing trees to be moved into other locations. So, when we talk about this site, I've already talked to the Planning Board before, and a few people here. This site has been owned by Howlett Farms for about sixty (60) years. And Howlett Farms has been in Henrietta since 1880, which is on Lehigh Station Road, down in the Kodak area that moved into Henrietta. We've had this plan on a concept like this with my dad and myself for a long time as in farming, as I discussed, this land is not the best land that we farm, it's actually in the lowest quality land that we farm. So, as we decided to look at this parcel, what's important to us as farmers, is that open space to me is not grass. Open space to me is trees and small plants that produce nuts, berries, for a variety of animals- which will be insects, rabbits, whatever. So as Town of Henrietta looks to develop the southwest quadrant some more, we have about three hundred (300) acres in this group. My overall plan for this project that we have here, is to develop this extra area, instead of just having grass in these areas, we plan on having a variety of trees. So one of my goals is to have a huge number of different varieties. I think that in today's world we plant too much of the same variety, the Ash tree is a perfect example of that right now, is that in different areas, it's really getting hurt. So, the different varieties help different animal's different times of the year. So in this project, we're going to have the trees for

the homes, but we're also going to have about double the trees that are required by the Town in this area. The other concept that we are working on, doesn't affect this, but this picture does show this land on the other side of the railroad tracks. We just did a project in Caledonia, and it's working real well, and due to this project, we're going to drain this creek on this side it's actually a ditch that runs along the railroad it's been all filled in over the years with the railroad not cleaning it. We're going to clean that to support this area. We're also, from doing that, we're going to turn this parcel and these two (2) other parcels down here into an organic farm. What we're going to do there, we have not been farming it, because it's too wet, so we're going to change that and that's going to be farmed next to that on the other side. So as we do that, one of the reasons we're looking to really increase this open space, with trees because we don't want the animals to continue to eat our crops either. You have to have the food there for them. So if any other questions on, there's going to be two (2) other spots over here, one is zoned Industrial, and one we've left for open space. The drainage, as we farm, I understand the drainage and the way they've set this up it seems like it's going to work really well. Currently, this ground is wet and its due to that ditch being full from the railroad not cleaning it for years. Okay?

LUCAS BUSHEN, MARATHON ENGINEERING

Thanks Bruce, thanks members of the Planning Board for your time. I'll open it up to any questions that you have for me or Bruce, thank you.

PETER MINOTTI, CHAIRMAN

Sure, gentleman, thank you. At this time, we'll take the opportunity to ask any residents, neighbors that are here in the audience this evening if they would like to speak on, or have questions about the application, please come forward. This is being recorded so if you could give your name and your address we would appreciate it. So at this time is there anybody that would, yes ma'am. Could you go right over there to the podium please?

LYNN OUSTERHOUT, 10 MACKAY RUN

My name is Lynn Ousterhout, I live at 10 Mackay Run. The only thing that I was concerned about was the traffic exiting onto East River Road. Where is, I have to use Scottsville-West Henrietta Road to get out and it's high; you can't see, you don't get a good sight line of what's coming from either direction. I assume that this study was done and these two (2) entrances, because the one entrance and exits right by the light. I think that's going to be hard to use in the morning when people are trying to go to work.

PETER MINOTTI, CHAIRMAN

Yes, ma'am. Would either of you gentlemen like to speak to that or Christopher, we don't have the, do we have the traffic study yet?

CHRISTOPHER MARTIN, P.E., DIRECTOR OF ENGINEERING & PLANNING

Yes, there is a traffic study that was submitted, I believe it's the Monroe County Department of Transportation and also the New York State Department of Transportation that are reviewing it; I don't know if we've gotten the final comments back from them, but they do have to approve the entrance locations and one of the things they do look at is sight distance.

LYNN OUSTERHOUT, 10 MACKAY RUN

Because I would be very concerned if it was, if the entrance ended up being opposite Scottsville-West Henrietta Road because I've lived in the Riverton area since 1977 and the traffic is getting heavier and heavier and heavier. And I remember before they even had the signal at the corner of Erie Station, the community association asked a couple of times for a signal and they

were told there weren't enough accidents, and then finally two (2) people got killed and we got the signal. I would hate to have something like that have to happen again.

PETER MINOTTI, CHAIRMAN
Sure.

CHRISTOPHER MARTIN, P.E., DIRECTOR OF ENGINEERING & PLANNING
And I will add that as one of the meetings that we had with the Monroe County Department of Transportation they looked at either aligning the two (2) intersections or offsetting it, and the applicant chose to offset it so it will not be across from Scottsville-West Henrietta Road.

PETER MINOTTI, CHAIRMAN
Thank you. Anybody else that would like, yes ma'am.

JANE CAPELLUPO, 10 MACKAY RUN
My name is Jane Capellupo, I live at 10 Mackay Run. The application said one hundred seventy (170) home sites and two (2), what was the other thing?

PETER MINOTTI, CHAIRMAN
I think we described them as two (2) exception parcels and that means that Mr. Howlett...

JANE CAPELLUPO, 10 MACKAY RUN
Okay, what does that mean and what are they?

PETER MINOTTI, CHAIRMAN
Mr. Howlett may want to speak to that or the engineer.

LUCAS BUSHEN, MARATHON ENGINEERING
Yes, they are pieces of land that are, there's currently about three (3) different parcels on the tax map that are shown and bordered on my rendering. Those parcels we might not want to use all of, but some of them, some of the three (3) is around sixty-six acres so we only need fifty-six (56) acres for the one hundred and seven (107) lots, so the additional ten (10) acres that we don't need we're excepting out as they're not part of this project. So it's basically a subdivision of that land; an existing parcel that was, say, fifteen (15) acres is now ten (10) acres, because we're taking five (5) of that to develop.

JANE CAPELLUPO, 10 MACKAY RUN
So it's part of what's shown in green?

LUCAS BUSHEN, MARATHON ENGINEERING
The exception parcels are not shown in green.

JANE CAPELLUPO, 10 MACKAY RUN
Is one of them up at the corner there?

CHRISTOPHER MARTIN, P.E., DIRECTOR OF ENGINEERING & PLANNING
Can one of you walk over there and show her where they're located.

JANE CAPELLUPO, 10 MACKAY RUN
Can you point them out?

LUCAS BUSHEN, MARATHON ENGINEERING

So fifty-six (56) acres is green, and the two (2) exception parcels are...

JANE CAPELLUPO, 10 MACKAY RUN

Are over there, okay.

LUCAS BUSHEN, MARATHON ENGINEERING

So this existing parcel was like this.

JANE CAPELLUPO, 10 MACKAY RUN

Okay.

LUCAS BUSHEN, MARATHON ENGINEERING

And this existing parcel came down to about here.

JANE CAPELLUPO, 10 MACKAY RUN

Okay.

LUCAS BUSHEN, MARATHON ENGINEERING

So we wanted to use this area, but we didn't need that extra acreage so we just left it out.

JANE CAPELLUPO, 10 MACKAY RUN

Alright. Okay, thank you.

PETER MINOTTI, CHAIRMAN

Thank you. May we have the next speaker please?

JAMES CASSIN, 135 DESSIE HEIGHTS

My name is James Cassin, I live at 135 Dessie Heights. I had written, Chris you an email, we had talked back and forth a couple times on the traffic issue.

CHRISTOPHER MARTIN, P.E., DIRECTOR OF ENGINEERING & PLANNING

Right.

JAMES CASSIN, 135 DESSIE HEIGHTS

And I'd like to piggy-back on your earlier comments. In the last twenty (20) years that intersection out there has gotten horrendous with the volume of traffic and it's not just strictly Henrietta; we're picking up a lot more coming over from the Wheatland area in the morning and the evening, I mean it's getting to be as bad as Winton and Jefferson now with the traffic flow. There's times traffic backs up on Erie Station, probably back a couple hundred feet in the morning now, and it may take you a couple cycles to get out. This development is going to add another one hundred and seven (107) homes I believe you said, how many more cars? I don't know that, maybe the traffic study will have an estimate of that; I can't make that type of judgment. The access out onto East River Road I think there needs to be looked at another traffic light. Lining it up against Scottsville-West Henrietta Road with a traffic light may be one of the safer ways to do it because of that grade that there is out that way. Cars, once they get to the four corners there at Erie and East River, may start heading southbound they start gassing it. And sometimes even with the motorcycles too. Think about this volume, you've got another development at Martin Road and Moore Roads that's just starting to take off, that's going to add more volume to this area.

You're adding more houses down on, Sweet, what's the one there Terry, off Coneflower, that new one way down at the end?

TERRY EKWELL, FIRE MARSHAL/BUILDING INSPECTOR
That's Riverton F, there's a section right there...

JAMES CASSIN, 135 DESSIE HEIGHTS
There's more houses going there, so I mean besides this concept coming in there's two (2) others that are going to use that same intersection at St. Mary, they're going to add even more traffic. So I really think the traffic study needs to be looked at extremely heavy for the future, you don't want to be looking at roads down the road, like at Monroe Avenue in Pittsford, where you can't get anywhere and Jefferson Road in certain areas. We're going to start getting to capacity pretty soon.

CHRISTOPHER MARTIN, P.E., DIRECTOR OF ENGINEERING & PLANNING
Right.

JAMES CASSIN, 135 DESSIE HEIGHTS
Thank you.

CHRISTOPHER MARTIN, P.E., DIRECTOR OF ENGINEERING & PLANNING
Mr. Chairman, I may add to that, is this is also part of a corridor study that we've hired a consultant to look at in conjunction with R.I.T. and the Monroe County Department of Transportation. This is kind of at the southern limit, that corridor study goes all the way from, on East River Road from Erie Station up to Jefferson Road. We have the two (2) agencies, the Monroe County Department of Transportation and also the New York State Department of Transportation looking at the intersection of East River Road and Erie Station Road to see if there's improvements that either may be required from this project or from some of the surrounding projects and one of the discussions they did have, was a light at the intersection of East River Road and Scottsville-West Henrietta Road. So it is being looked at, but because they are both either a County Road and/or a State Road, it'll be under their jurisdiction but I just wanted to share with everybody that the government agencies from the D.O.T., or New York State D.O.T. and Monroe County D.O.T. are looking at this corridor very closely, as we are as well, as we see more development in this quadrant of Henrietta.

PETER MINOTTI, CHAIRMAN
Mr. Martin, thank you. And just as a reminder to everybody that is here this evening, this Planning Board declared its intent to be Lead Agency at our March 28th meeting for the purposes of a coordinated SEQR review. The letters to the involved agencies went out the next day, which I believe was Wednesday, the 29th...

CHRISTOPHER MARTIN, P.E., DIRECTOR OF ENGINEERING & PLANNING
That's correct.

PETER MINOTTI, CHAIRMAN
...via Mr. Martin's department. Every involved agency has acknowledged they have received their letters. We do not have all comments and we have a thirty (30) day period so we will not be taking any action this evening once we close the Public Hearing so, those issues, such as traffic will be addressed as we move forward through preliminary and final subdivision. So, Mr. Martin, thank you for that. Next speaker please? Anybody at all that would like to speak this evening?

Seeing none, I'm going to go to the Planning Board Members. After this round of questions, if there's any residents, neighbors that are wishing to speak, just throw a hand up and make sure I see you. So with that, let me just say that on behalf of the Board, on behalf of the staff, Mr. Grunert, welcome back.

JAMES GRUNERT, PLANNING BOARD MEMBER

Thank you.

PETER MINOTTI, CHAIRMAN

You were missed. And so this evening, would you go first please?

JAMES GRUNERT, PLANNING BOARD MEMBER

Thank you, yes, I've got nothing at this time. Thank you.

PETER MINOTTI, CHAIRMAN

Thank you, Mr. Grunert. Mr. MacIntyre.

STEPHEN MACINTYRE, PLANNING BOARD MEMBER

Just wanted to bring out one more point on the traffic issue. In our conversations with the traffic experts, Monroe County, the State and your consulting firm, why was the Erie Station entrance or exit eliminated?

LUCAS BUSHEN, MARATHON ENGINEERING

The State D.O.T. did not express any willingness to allow an entrance onto their road, where there were alternate options and the County D.O.T. was open to both.

STEPHEN MACINTYRE, PLANNING BOARD MEMBER

So the state kind of drove this thing to the...

LUCAS BUSHEN, MARATHON ENGINEERING

Yes.

STEPHEN MACINTYRE, PLANNING BOARD MEMBER

...having the inlets and the outlets to the...

LUCAS BUSHEN, MARATHON ENGINEERING

Yes.

STEPHEN MACINTYRE, PLANNING BOARD MEMBER

...the other.

LUCAS BUSHEN, MARATHON ENGINEERING

Yes. In addition to the sight distance issues along Erie Station, there's a knoll right across, right where the gas station across the road enters onto Erie Station and that limits the sight distance that's available along that portion, which is really the only portion of access that we have.

STEPHEN MACINTYRE, PLANNING BOARD MEMBER

Okay, thank you. All set Mr. Chairman.

PETER MINOTTI, CHAIRMAN

Mr. MacIntyre, thank you. Mrs. Brill.

PATRICIA BRILL, PLANNING BOARD MEMBER

I have nothing, thank you.

PETER MINOTTI, CHAIRMAN

Mrs. Brill, thank you. Mr. Borkowski.

MATTHEW BORKOWSKI, PLANNING BOARD MEMBER

Thank you, Mr. Chairman. Just a real quick question and I know that this is way ahead of where we need to be, but what's the type of families you're hoping to put in here when it's developed?

BRUCE HOWLETT, HOWLETT FARMS

Real similar to what's on the other side of the street, mostly (inaudible) families...

MATTHEW BORKOWSKI, PLANNING BOARD MEMBER

So you're going to keep it continuous with that kind of stuff.

BRUCE HOWLETT, HOWLETT FARMS

Correct, same concept as what's in the area right now.

MATTHEW BORKOWSKI, PLANNING BOARD MEMBER

Okay, thank you Mr. Chairman.

PETER MINOTTI, CHAIRMAN

Mr. Borkowski, thank you. Mr. Van Vechten.

DEVON VAN VECHTEN, PLANNING BOARD MEMBER

Nothing at this time.

PETER MINOTTI, CHAIRMAN

All set?

DEVON VAN VECHTEN, PLANNING BOARD MEMBER

Yes.

PETER MINOTTI, CHAIRMAN

Thank you. Let me go back to our residents and neighbors; is there anybody that would like to comment before I close this? Alright, thank you. I will now close this Public Hearing, the Board will adjourn, we'll move to our scheduled workshop. We're going to take a quick five (5) minute recess, while some of the older people, mainly me, regroup up here, and we'll be getting right at it soon. Thank you.

(The public hearing of the Planning Board adjourned at 7:25 p.m. and workshop commenced after a momentary break.)

Application No. 17-004 755 Jefferson Road – Proposed Parking Expansion – For final site plan approval of a demolition of an existing building and reconfiguration of an existing parking lot on the property located at 755 Jefferson Road in an Industrial Zoned District. Tax Account No. 162.09-01-2.1. **(SEQR)**

Representing Applicant: Loren Flaum, Flaum Management
Garth Winterkorn, Costich Engineering

In regards to the above referenced application, the applicant stated that all staff comments can be addressed. The project consists of subdividing the project into two (2) parcels, removing a portion of the existing building and expanding the parking area. A twenty foot (20') landscape buffer will be provided along Jefferson Road. Planning Board Member Patricia Brill noted that the enhancement of the main entrance on the north side of the building has a very nice design aesthetic. It was noted that there is an existing portion of the building that will need to have the asbestos removed before the building can be demolished. The applicant stated that there are several potential tenants, however no one has signed a lease as of yet.

With regard to Application No. 17-004, SEQR review indicates the Action under consideration is an Unlisted Action as per Section 617.7(c)(1)(viii). The Henrietta Planning Board, as Lead Agency, has determined that the proposed Action described below will not have a significant effect on the environment and that a draft Environmental Impact Statement will not be required.

The Action under consideration is a site plan application by 755 Jefferson Road, LLC. It is an Unlisted Action and will not require a conditioned negative declaration. The purpose of this Application is for final site plan approval of a demolition of an existing building and reconfiguration of an existing parking lot on the property located at 755 Jefferson Road in an Industrial Zoned District. Tax Account No. 162.09-1-2.1.

All relevant areas of environmental concern were identified. Evaluation and examination were carefully made in relation of the existing conditions versus the proposed site improvements. It has been determined that there will be no adverse environmental effect as a result of the proposed Action.

Peter Minotti therefore made the motion that the Henrietta Planning Board make a Negative Declaration and authorize the Planning Board Chairman to sign the Statement of Environmental Significance. Devon Van Vechten seconded the motion.

Duly put to a vote:

Matthew Borkowski	voting	Aye
Patricia Brill	voting	Aye
James Grunert	voting	Aye
Stephen R. MacIntyre	voting	Aye
Lawrence Neill	voting	Absent
Devon Van Vechten	voting	Aye
Peter Minotti, Chairman	voting	Aye

Motion Carried

A motion for final site plan approval was made and is subject to the Applicant addressing all comments received from the Town of Henrietta and other concerned agencies to the satisfaction of the Director of Engineering & Planning, and more specifically:

PLANNING BOARD CONDITIONS:

- 1. There are no conditions from the Henrietta Planning Board at this time.

On the Motion of
Matthew Borkowski

Seconded by
Devon Van Vechten

Duly put to a vote:

Matthew Borkowski	voting	Aye
Patricia Brill	voting	Aye
James Grunert	voting	Aye
Stephen R. MacIntyre	voting	Aye
Lawrence Neill	voting	Absent
Devon Van Vechten	voting	Aye
Peter Minotti, Chairman	voting	Aye

Motion Carried

Application No. C17-002 VA Rochester Community Based Outpatient Facility -

For the **conceptual** review of the construction of a new VA Outpatient Clinic located at 272 Calkins Road in a Commercial B-2 Zoned District. Tax Account Nos. 175.08-1-31 & 175.08-1-2.

In regards to the above referenced application, the Planning Board reviewed a concept plan for the construction of a ninety four thousand square foot (94,000 S.F.) new VA Outpatient Clinic. The entrance at Calkins Road opposite of Middle Road will be modified and will be shared with the Henrietta Ambulance. Some Planning Board Members were concerned with the shared driveway, however, Terry Ekwel, Fire Marshal/Building Inspector and the engineer for the project are both familiar with the traffic light switch technology that is currently used in many fire house and ambulance driveways throughout the county, and assured the Board that they work well. There will be a secondary entrance on Calkins Road that will have right in, right out access and will be mainly used for deliveries to the loading dock. The number of available parking spaces exceeds the Town's code requirements and is based on the need of the VA center. There will be no overnight patients at this facility and the applicant stated that local contractors will be used for construction. *(Town Clerk's Note: For additional information, please reference the attached Addendum regarding the proposed site plan outline.)*

DISCUSSION ITEM: **Town Center Apartments – South** - Planning Board to consider granting an extension of time for Application No. 16-006 – Town Center Apartments - South. Planning Board approval was granted at the May 31, 2016 Planning Board Meeting.

In regards to the above referenced application, a motion was made to extend Application No. 16-006 to now expire on May 31, 2018.

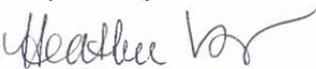
On the Motion of
Devon Van Vechten

Seconded by
Patricia Brill

Duly put to a vote:		
Matthew Borkowski	voting	Aye
Patricia Brill	voting	Aye
James Grunert	voting	Aye
Stephen R. MacIntyre	voting	Aye
Lawrence Neill	voting	Absent
Devon Van Vechten	voting	Aye
Peter Minotti, Chairman	voting	Aye

Motion Carried

A motion to adjourn was made by Matthew Borkowski and passed unanimously at 8:32 p.m.

Respectfully submitted,

Heather Voss
Deputy Town Clerk



* Addendum *

VA OUTPATIENT CLINIC
Conceptual Planning Board Meeting – April 25, 2017
Presentation Outline/Talking Points

- Introduction
- VA Selection Process
 - Explain SFO
 - Proposal Process
 - Sites/Teams Considered
 - Review Process
 - DD1
 - DD2
 - 75% CD
 - 100% CD
 - Final Plans
 - Permit Plans
- Proposed Site
 - Location Description
 - Site Plan Conceptual – Realistically Further Along than Typical Concept Plans
 - 94,000 SF Building (14% Coverage) Target for LEED Silver
 - 687 Parking Spaces (500 required by Town)
 - Space size/length/width/aisle widths vary per SFO requirements (stricter than Town Code)
 - 43 Handicap Spaces per SFO sizing (20 required by Town)
- Utilities
 - All public utilities to serve site
 - Will serve letter received from RGE (Elec./Gas), Town (Sanitary), MCWA (Water), Frontier (Comm/Data)
- Drainage
 - Describe existing site drainage patterns
 - Proposed curbed lots with closed drainage system
 - Two ponds for Water Quality/1-year storm detention
 - Underground storage chambers to supplement ponds for extended detention (10-year and 100-year storms)
 - Preliminary SWPPP Document has been submitted to VA for review
- Lighting – Still Conceptual
 - 20' High LED Light Fixtures, Dark Sky Compliant
 - A few pole locations may shift from those shown on site plan
 - Photometric Completed and being reviewed by the VA
- Access
 - Primary at existing Middle Road Signal

- Access easements in process with Henrietta Volunteer Ambulance
 - Pre-Empt Signal to be designed for Ambulance access during emergency
- Secondary Right In/Right Out Access
 - Permitted for all uses, but designed specifically for delivery trucks
- Traffic
 - Traffic Study in process (Counts taken, models developed)
 - Site was previously approved for 216,000 SF of office space with 817 parking spaces.
- Wetlands
 - Delineated with delineation report to be submitted to NYSDEC and USACE for review and jurisdiction determination.
 - Based on current delineation (similar to 2009 office project delineation) less than 0.1 acre of disturbance is anticipated – No Permit Required
- Landscaping
 - Significant landscaping on site
 - Walking trails with 8-9 stopping point amenities

OTHER APPROVALS:

- VA Approval Process
- Town Board Special Use Permit Approval
 - Building over 40,000 SF in a Commercial B-2 District
 - Workshop completed last week
 - Hearing is scheduled for 5/3/17
- Town Zoning Board – 2 Area Variances
 - Application submitted tonight for 5/24/17 Hearing
 - 20' Front Landscape Buffer – Trails/Sidewalks within area
 - 50' Residential Buffer – Parking, Drive aisles, sidewalks within area
 - Ambulance Center parcel is zoned residential
- Wetland Delineation
 - Jurisdictional determination and delineation acceptance
- SEQRA
 - Completed through Town Board
 - Submission completed last week



TOWN OF HENRIETTA

County of Monroe • State of New York
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(585) 334-7700 • www.henrietta.org

JACK W. MOORE
Supervisor

PETER C. MINOTTI
Deputy Town Supervisor

JANET B. ZINCK
M. RICK PAGE
KENNETH H. BREESE
SCOTT M. ADAIR
Council Members

PUBLIC HEARING

A Public Hearing will be held before the Henrietta Planning Board on Tuesday, April 25, 2017 at 7:00 P.M., at the Henrietta Town Hall, Main Meeting Room, 475 Calkins Road, Henrietta, NY 14467 for the purpose of hearing any comments with regard to the following Applications:

Application No. PB-312 Howlett Farm Subdivision - For preliminary subdivision approval of a proposed subdivision consisting of 107 residential lots and two exception parcels located at the southeast corner of East River Road & Erie Station Road in a Residential R-1-15 Zoned District. Tax Account Nos. 188.03-1-16.2, 188.02-1-45.1, 188.03-1-16.12 and 188.04-1-40.

The public is cordially invited to attend and be heard.

PLEASE PUBLISH:
HENRIETTA POST
ISSUE: 04/20/17

AFFIDAVIT OF POSTING

STATE OF NEW YORK)
COUNTY OF MONROE) ss:

Heather Voss, being duly sworn, deposes and says that:

1. I am employed by the Town of Henrietta as Deputy Town Clerk.

2. On April 20, 2017, I duly posted notice relating to

PB Public Hearing App. No. PB-312 Howlett Farm Subdivision
at the following location(s):

a. Town Clerk's Bulletin Board

b. _____

c. _____

3. A true and accurate copy of the notice posted by me is attached hereto.

Heather Voss

Sworn to before me this 20 day of APRIL, 2017.

Janet L. Howland
Notary Public

JANET L. HOWLAND
NOTARY PUBLIC, State of New York
Monroe County, No. 01HO6201773
Commission Expires 3/02/2021