

TOWN OF LYSANDER
PLANNING BOARD MEETING
8220 LOOP ROAD
Thursday, May 13, 2021 @ 7:00 p.m.

The regular meeting of the Town of Lysander Planning Board was held at 7:00 p.m. Thursday, May 13, 2021 at the Lysander Town Building 8220 Loop Road, Baldwinsville, New York.

MEMBERS PRESENT: John Corey, Chairman; Hugh Kimball; William Lester; Steve Darcangelo and Doug Beachel

STAFF PRESENT: Al Yager, Town Engineer; Tim Frateschi, Attorney to Planning Board and Karen Rice, Clerk

OTHERS PRESENT: Anna Coveleski; Cindy Clarke; Patty Berry; Amelia Ellingworth; Douglas P Clements; Roger Haskins, Jr.; Julie Haskins; Rob Helfrich; Mike Barker; Mike Oemcke; Angelo Vecchio; Holly Briere; Joseph Briere; Richard Lotano; Denise Lotano; Barbara Rhea; Jamie Rodems; Trevor Frey; Sharon Sterling; Phillip Sterling; Noreen Chalk; John W. Kalkbrenner; Kelly Sham; Kevin Rode; Jim Siddall; WSYR NC9; John Gaurnier; Susan Gaurnier; Joseph Nanna; Christine Nanna; Elizabeth Anderson; Joseph nanna; Christine Nanna; F Fuzia; Deb Foley; Joe Foley; Nicole Beckwith; Frank Matus; Nelson Rodman

SECOND SIGN-UP SHEET CIRCULATED OUTDOORS DUE TO ASSEMBLY CONSTRAINTS: (May be duplicate names): Doug Clements; Roger Haskins, Jr.; Rob Helfrich; Mike Oemcke; Joseph Briere; Richard Lotano; Jamie Rodems; John W Kalkbrenner; Kevin Rode; Barb Rhea; Jim Siddall; Elizabeth Anderson; Joseph Nanna; Christine Nanna, Ed Fisher; Pamela Fallensen; Rachell Knapp; Carol Knapp; Kelley Slvica; Nicole Beckwith; Terrie Swan; Jordan Matis; William Massaro, Belgium-Cold Springs Fire Department; Tom McCarthy; Will Stone; Dan Pollock; Mary Salisbury; Jennifer Angeloro; Joan Smith; Terrence Smith; Gene Dinsmore; Anthony Galli; Michael Panebianco, IV; Tim Swan; Carl Mills; Bill Spreter; Cindy Spreter and several others who did not sign in

The meeting was called to order at 7:04 p.m.

I. PUBLIC HEARING -- 7:00 p.m.

Minor Subdivision Case No. 2021—0003	Axtell, George 3626 Doyle Road
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The Public Hearing opened at 7:04 p.m.

Tim Coyer, Ianuzi-Romans Land Surveying, represented George Axtell for a two (2) lot subdivision of property located at the corner of Doyle Road and Olive Drive. The Axtell's own approximately 3.38 acres that they'd like to subdivide into two residential building lots. The only changes on the map since the last meeting is Lot 2A now meets the minimum lot size of 40,000 square feet. Lot 2A is now shown with 40,132.05 square feet (0.92 acres) with 161.31' of road frontage. Lot 2B is now shown as 107,306.66 square feet (2.46 acres) with 300' of road frontage. The second change is the septic information, which has now been shown.

There being no one wishing to speak, the Public Hearing closed at 7:06 p.m.

OLD BUSINESS

1. Minor Subdivision Case No. 2021—0003	Axtell, George 3626 Doyle Road
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There is a letter on file from Al Yager, Town Engineer, that will be read into the public record, in part:

I have completed my review of the above referenced minor subdivision prepared by Ianuzi & Romans Land Surveying, P.C. with a final revision date of May 13, 2021. Overall it appears that the site conforms to all applicable Town Code requirements.

It is my understanding that proposed Lot 2B has an Onondaga County Health Department approved septic system design. Lot 2A will also need to have a septic system design approved by the Onondaga County Health Department prior to a building permit being issued for

construction of a home on the lot. I would have no objections to the Planning Board approving this minor subdivision as presented at this time.

Steve Darcangelo questioned the test pit results.

Mr. Coyer stated that he has shown the test holes on the plan.

Al Yager, Town Engineer, stated that we have the engineer's plans in-house if you'd like to review them.

FINDINGS:

An environmental assessment indicates that this action will not result in any significant or adverse environmental impacts.

This action is consistent with the Town's Comprehensive Plan.

This action is consistent with the Town's current zoning ordinances.

This application did not require referral to the Onondaga County Planning Board for their review and recommendation.

RESOLUTION #1 -- Motion by Corey, Second by Kimball

RESOLVED, that a Public Hearing having been held and there being no findings or grounds for decision contrary to the laws and regulations of the Town of Lysander, County of Onondaga or State of New York, Final Plat approval for a two (2) lot subdivision application by George Axtell, for property located at 3626 Doyle Road, Baldwinsville, New York, Part of Military Lot No. 97 and Tax Map No. 069.-02-06 & 07, as shown on a made dated February 5, 2021, prepared by Ianuzi & Romans Land Surveying, P.C. is hereby approved.

5 Ayes -- 0 Noes

RESOLUTION #2 -- Motion by Corey, Second by Lester

RESOLVED, that in granting a subdivision to George Axtell, for property located at 3626 Doyle Road, Baldwinsville, New York, the Planning Board invokes its right to impose a fee of \$250.00 per lot for one (1) lots in lieu of land for the development of parks, playgrounds, recreation or open land areas in the Town.

5 Ayes -- 0 Noes

All fees associated with this application are paid.

State law states that the applicant shall file the final plat in the Onondaga County Clerk's office within sixty-two (62) days from the date of final approval or such approval shall expire. The applicant shall also file one copy of the final plat in the Lysander Clerk's office.

Mr. Coyer thanked the Board for their time.

2. Controlled Site Use—SEQR Review
Case No. 2021—0002

Ranalli ALA, LLC
Hencle Blvd/NYS Route 48

John Corey, Chairman, stated that the Board is not in a position tonight to finish the SEQR because we did not receive additional data in time for review. Before we move into the Public Hearing I've asked the Planning Board's attorney, Tim Frateschi, to provide some information to the audience regarding the process we're going through and the Planning Board's responsibility in that regard.

Tim Frateschi, Esq., stated that tonight we're going to consider a site plan that's been before the Planning Board at least twice. The proposal is for a million square foot warehouse and distribution center on property located at Hencle, NYS Route 48 and Interstate 690. At the last meeting the Planning Board went through Part 2 of the Long Environmental Assessment form and identified environmental a couple of environmental issues that would be moderate to significant environmental impact. Primarily the largest one was traffic. We are waiting to hear back from the County and from the State on a traffic study that was done by the applicant. They are reviewing that traffic study. The baseline numbers look good (unclear, due to a cell phone ringing); but there are some mitigation measures that are being proposed by the applicant that

NYS Department of Transportation and the Onondaga County DOT are going to have to sign off on. So that is one of the areas we're waiting for to continue for us to take action on the SEQR analysis. There were some other minor issues, archaeological, wildlife...we're waiting for SHPO (State Historic Preservation Office). We received a Lighting Plan today from the applicant. All of those will be incorporated into a SEQR determination which will probably be at the next Planning Board meeting. Usually we don't start the Public Hearing until after a SEQR determination is made, but in this case the Public Hearing was already set so the Board felt that it was a forum to hear from the public. It will frankly assist us with SEQR determination in that it will incorporate with what the public is telling us into our SEQR analysis and ultimately into the final decision on the warehouse distribution center. Just so you understand the purpose of the Public Hearing...the Public Hearing is to give the public an opportunity to speak to the Planning Board and you can express your concerns, your support and comments as it relates to this project. The Public Hearing is not intended to be a debate, it's not intended to be a back and forth between the Planning Board members and the public. It is simply meant to be an opportunity to the public to allow the Planning Board to consider things that they might not normally consider because they don't live near the site, for instance or because they are not as familiar with it as the public. It is my understanding that the Public Hearing will be opened tonight and we will hear from the public to the extent the Chairman and the Board has the endurance to do it for this evening. There is no intention to close the Public Hearing tonight. The Public Hearing will be kept open to the next meeting, which will be a month from now, before it gets closed. By State Law we are not required to hold a Public Hearing for Site Plan; the Town of Lysander is not required to do it either; but because this is a significant project it's important to hear from the public and that's the reason we're hear tonight...to listen. If you're not getting responses from your comments tonight it's not because they don't want to respond to you, but I'm sure if there are questions that can be answered easily we'll try to do that. As a general rule your opportunity is to speak to the Planning Board and allow them to hear concerns that you have.

John Corey, Chairman, concurred stating that the only thing he would add is this...the Planning Board fiduciary responsibility in a site plan review is to consider the applicant's proposal and to ensure, through its process, that we're going through now; that that application meets all applicable Town, County and State Codes and Regulations. That is our guideline and if it does the Planning Board has the responsibility to approve it. Right now, we have identified, as Tim pointed out, a number of concerns, questions, issues...all of which I have spent quite a bit of time reading, as have the other members of this Planning Board, your letters. We have identified the same issues. We are working with the Developer to find appropriate mitigation and in those cases where there is issue that needs to be resolved before the project can go forward. We will continue to do that. We appreciate you coming and speaking. I know I can probably verbally say exactly what each one of you is going to say because I've been reading and you're all saying the same things actually. I would just ask if you hear your issue well expressed and you know the Board has heard them and understands them...and we do; you might consider not repeating them too many times for the sake of all of us. With that I will open the floor and I would ask whoever is going to speak, come to the microphone and state your name.

James Trasher, CHA, stated that he is representing Ranalli ALA, LLC, United Auto Supply would be the tenant here. The property currently is zoned Industrial. This is something that has been a long-standing piece within the Town of Lysander (indicating on plant) near 690 and Hencle Boulevard. It is multiple pieces that the applicant has purchased for the construction of a million square foot warehouse in the entire three phases of the project. The first phase you're looking at is 364,000 square feet. United Auto Supply started fifty-years ago by James Ranalli on Milton Ave. A small little shop selling auto parts to dealers and mechanics. From that it grew, the son took it over, built up the business, moved off of Milton Ave to Tracey Street in Syracuse, grew that business too large and started making more investments for warehouse distribution of auto parts. They then bought the former P&C Warehouse that had been shut down for a while; LOWES has moved in; WB Mason has moved in...they have outgrown that facility and need more space. We started looking for properties that were zoned Industrial around Onondaga County because they are a local family, local business, they wanted to stay in this community. They have expanded it to multiple States, so it wasn't something where they said 'hey, Syracuse is the only place we can be', but they wanted to be in the community that really helped them grow. This is just food for thought for the neighbors here. They live in the community, things that they have done...they bought the old Marsellus Casket facility and redeveloped that into something the City of Syracuse is proud of. Sam Dell, the former car dealership, when it went black they purchased that and redeveloped that. Roth Steel on Erie Boulevard, which was a dump yard, they have converted that into a 100,000 square foot warehouse. So, I only say this is because the things they do they try to be good neighbors. We'd love you to drive around and take a look at this stuff because the people here tonight are hear saying...'this has been a farm field'. It has been zoned Industrial forever, but they're

concerned about the change that can potentially happen here. There's another large warehouse that came to this community...the one on a golf course. It had to be rezoned, it got rezoned, it got built and everything is going to work out for the good. Here it's zoned Industrial and we're going to do things the right way to make the community happy, to make our neighbors and that's what, as a family and a business, they try to do. I've laid the groundwork of the overall company that's looking to come into this facility. Now I'll jump into the components of the site. 690 comes up with a four-lane component then it comes down to the two lanes; Hencle (indicating on plan with Oswego/NYS Route 48 coming back down into the Village. As part of this we've done topo's, surveys, wetland delineation, the archaeology study that was talked about, because of weather and plowing, you'll see farm tractors sitting in the field right now because we have to plow the field for the archaeologist; that work will be completed next week, so if people come in and say they see stuff going on out there it's just plowing so our archaeologist can finish up that study. Additionally, next week National Fuel has their facility and Empire Pipeline, who have several gas mains that we cross, so we will actually be digging some test pits just to verify elevations for our driveway crossings if this project is approved. We've done Stormwater reports and submitted that to the Town Engineer for the complete development of this entire project, but in the first phase we will only be constructing 364,000 square feet taking our stormwater to a stormwater pond in this area (indicating on plan). Sanitary sewer...we have met with Onondaga County Department of Water and Environmental Protection (WEP) eight to ten times over the last two to three months in terms of connection. The Town of Lysander used to own all of their sewers; as part of an agreement the County has taken those over so there are two different potential points, one down near Giddings Crest with a low-pressure system or over to West Entry Road to a pump station; both have capacity, those letters have been provided to the Board. As part of this project a pump station would be installed and paid for by the developer and then connecting into a County system. As it relates to traffic, a Traffic Impact Study was completed and submitted to both the County and State DOT. State road, County Road...we've met with both the State and the County DOT. We have another meeting with them next week to finalize the curb-cut locations and mitigation that they may want. We look at this as a multi-phase project and with Phase I no mitigation would be required. Potentially at full build-out there could be some widening in this area (indicating on plan) or some decel (deceleration) lanes for trucks into the site; but the majority of the trips in just talking about traffic...trucks are going to be coming off 81 or the thruway and they're going to be working up 690. Trucks would access the site off of this driveway (indicating on plan) coming to the loading docks. In the full-build we have three curb cuts that are shown. Curb-cuts for Phase I were also shown. We've done a photometric plan, it is 'dark-sky compliant' as required with 20' high light poles, no spillage off site, which is a requirement. We are setback well off of the State road so we shouldn't have there. We have tree lines that currently exist so that if you're driving down Hencle right now you can see a little stone area where CNY Crops used to access the site. We have an excavator and tractor parked there right now. The new curb cut would be slightly down the road per the request of the County DOT Commissioner and their engineer. Landscaping will be provided. They always do things to the nth degree, not too many people put irrigation systems in on commercial projects in Upstate New York that we do for the Ranalli's. They irrigate; they take care of stuff; they took over the old Quaker Stake and Lube and converted that, tried to improve that...what they try to touch they try to improve for the community. We're looking to come into Lysander and create jobs, keep business local, provide another property on the tax rolls...so that's what we're looking for. We're looking forward to comments, we'll respond to the comments in writing back to the Board and Town Engineer, as Mr. Frateschi said, the Public Hearing is a time to be heard, we'll take the comments, think about them thoughtfully, it's not a debate so we look forward to hear what people have to say and try to address them as best we can. Thank you!

II. PUBLIC HEARING -- 7:05 p.m.

Controlled Site Use
Case No. 2021—0002

Ranalli ALA, LLC
Hencle Blvd/NYS Route 48

Because we are capacity constrained due to COVID-19, some residents did not make it into the auditorium. Mr. Corey asked that once your comments have been made we'd appreciate it if you would leave so other people can come in.

Roger Haskins, Jr. 8677 Oswego Road, indicated on the plan where he resides stating that he is concerned with the Route 48 access for both trucks and cars. I have lived there almost thirty (30) years (unclear due to phone ringing)...accidents on 48. That should be a no...my proposal would be to have access on Hencle, come up to the light, turn left or right, whichever way they want to go. The second concern is my well is 14' deep. (Unclear due to phone ringing)...when the storage facility went in I have road salt in my well. I have to bring home 5-gallon jugs of water home every day. I shower in salt water; my plants are getting ruined...when you build this you're changing the groundwater again. I'm going to have so much salt I won't be able to take a

shower at my house. My proposal on this...I'm game for this, just run water down to us. We're the closest one there. This land is higher than our property. There are three houses within 600' of this. Have the Town run water to us. I don't mind business being built; I mean there are tons of businesses in Lysander now. Traffic, hey that's the game we have to deal with. We need jobs. (Indicating on plan) showing another location on the map...we're still going to have tractor trailers going through here, makes no difference. All I am worried about is accidents and water at my house. Thank you!

Rob Helfrich, 349 Hourglass Lane, stated that he has a Petition with over 518 residents in opposition to this proposal and would like it submitted to the record. There were a lot of comments people provided on both the electronic and paper petition. We had about two-dozen concerned citizens walking through neighborhoods getting petitions. There are a lot of comments that I think are useful.

Mr. Helfrich prepared a statement to be read into the public record:

My family and I are long-term residents of Baldwinsville, having built our home in the Giddings Crest development in 1996. Our home is located less than $\frac{3}{4}$ mile from the proposed warehouse site. Over the last 25 years, we have enjoyed our beautiful Lysander living environment which has included many jogs and bike rides on Hencle Blvd, hikes, snow shoeing, hunting and bird watching at the Three Rivers Wildlife Management Area as well as walking our dogs in Lysander Park.

I am not against progress and development. What I absolutely oppose is the monstrous scope of this project and how it will destr0y the enjoyment of the North side of Baldwinsville, including our beloved Three Rivers Wildlife Management Area.

The sheer size and scope of this warehouse and distribution center and its impact on the environment cannot be ignored. A few facts below to illustrate the size of this "warehouse" monstrosity:

- The 40-foot high physical building will extend $\frac{1}{3}$ mile (1,550 feet) and be operated and lit for 363 days, 24/7.
- Total acreage to be physically disturbed is 51 acres which is 2.2 million square feet.
- 38.4 acres will be converted to building and paved surfaces.
- 29.3 acres of meadows, grasslands and brushlands will be eliminated.
- 9.1 acres of forest will be destroyed.
- In comparison, the Great Northern Mall is 895,000 square feet and 1-story high. The proposed site on Hencle Blvd is 1,007,500 square feet and 40-fet high.
- The footprint of the new 5-story Amazon warehouse in Clay, to become the second largest warehouse in the world, is 820,000 square feet. The proposed site on Hencle Boulevard 1,007,500 square feet.
- The Amazon warehouse will have 90 truck bay docks. The proposed Hencle Blvd facility will have 141.

I object to the proposed United Auto Supply warehouse for many reasons, *but for the sake of time and other people's comments* I will summarize three of the most heinous.

1. Proposed economic benefits versus tax base devaluation
 - a. The economic benefit of the proposed warehouse is to increase jobs. However, this impact will be minimal given United Auto Supply's intent to consolidate their current warehouse facility, the former P&C warehouse on State Fair Blvd (rte 690). Any incremental employment growth will likely not occur until 2025 when they complete the final stage.
 - b. The incremental jobs that might be realized will be low-paying, high-turnover warehouse positions. It is unlikely the United Auto Supply workforce will have much incremental impact on the businesses in Baldwinsville. If they don't already live in Baldwinsville, after work, they will likely leave the area. most likely, they will eat lunch in the company cafeteria or walk over to the fast foot restaurants that will undoubtedly pop-up after this 1 million square foot warehouse project is completed.
 - c. The proposed warehouse is within $\frac{3}{4}$ miles from some of the most desirable homes in Onondaga County. Giddings Crest, Lysander Preserve, Chaucer Circle, Country Lane are all within 1-mile radius of the proposed warehouse. Most of the recent home sales in Giddings Crest and Lysander Preserve

have exceeded 400,000. Several sold for \$500,000. The majority of the houses in this vicinity exceed \$350,000 in assessed value. These neighborhoods consist of nearly 200 homes. There is absolutely no dispute that a 1 million square foot warehouse, 40 feet high, lit 363 days a year that is larger than the Great Northern Mall will have a detrimental impact to the value of these neighborhoods. I propose the Town of Lysander conduct an economic impact study to determine the potential negative impact the proposed warehouse will have after these neighborhoods become devalued. A current estimate of assessed value in these neighborhoods is approximately \$75 million. The negative impact on the Lysander Tax Base could be very significant and eliminate or appreciably reduce any economic gain the Town might realize with the 1 million square foot warehouse. Therefore, I propose the Town conduct an economic impact study to model the lost tax revenue when these neighborhoods get devalued.

2. Impact on the enjoyment of Three Rivers Wildlife Management Area and the potential disruption of the active bald eagle nest and feeding grounds in 10 Acre Marsh.

The proposed site location is surrounded on three sides by the Three Rivers Wildlife Management Area.

Onondaga County Map submitted. Everything marked green is the Wildlife Management Area, the red is the proposed site. I do want to mention, I don't have it in my notes, but as far as public hunting grounds, there aren't a lot left in Onondaga County. Second Three Rivers Management Area Map submitted. Those are the green spots, the green locations on this map, the red spot is the proposed site.

The proposed site is within 1 mile of the 100 Acre Marsh. The 100 Acre Marsh is a known breeding and nesting area for bald eagles. There is currently at least one active bald eagle nest in the Marsh.

I actually went over there; there's two locations; there's one location on Smokey Hollow and another on Sixty Road. At this point in time if you were to go over there any time during the day right now you'll find photographers and people from the community taking pictures of the eagle. Pictures submitted. This picture was taken last week by a photographer that was over there. He was nice enough to give me his picture. This is a female bald eagle in her nest. This is the picture that I took with my 200 mm lens and had to zoom it in. The male is actually in the tree.

These are the same bald eagles the Onondaga County community has enjoyed spotting at multiple locations such as Onondaga Lake and Seneca River. The bald eagles in the Three Rivers Wildlife Management Area are federally protected under the Bald and Golden Eagle Protection Act.

The Bald and Golden Eagle Act prohibits disturbing Bald Eagles. Under title 50 of the Code of Federal Regulations Part 22, "Disturb" is defined as to agitate or bother a bald eagle to a degree that causes, or is likely to cause, based on the best scientific information available, (1) injury to an eagle, (2) a decrease in its productivity, by substantially interfering with normal breeding, feeding or sheltering behavior, or (3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior. Civil penalties for violating provisions of the Act are to maximum fine of \$5,000 or one-year imprisonment with \$10,000 or not more than two years in prison for a second conviction. The maximum penalties are doubled if the violations are done by an organization.

Will the construction and operation of a 1 million square foot distribution center with 141 truck bays, 40 feet high, 1/3-mile-long, operated and lit 24/7 for 363 days a year that is larger than the Great Northern Mall disturb the bald eagles breeding, feeding and nesting within 1 mile of the warehouse? That is highly likely. If I was a bird, I don't think I would want to raise my family ¾ of a mile from a mammoth, MEGA warehouse larger than the Great Northern Mall with constant truck traffic from 141 bays, the scream of compression brakes down 690, high intensity light glow, noise and pollution. That is the point.

3. The Lysander Town Board has intentionally misled the public by intentionally withholding material facts at the public hearing on February 4, 2021.

The matter is in reference to amending a “green space law” which has been on the books for decades, Lysander Code Section 320-32A (3) where, on February 4, 2021, following a brief public hearing, the Board voted to increase the maximum lot coverage from a maximum of 30% to 50%. These “green space laws” ensure industrial development has minimal environmental impact. They worked extremely well in developments such as Radisson where industrial and residential development was very synergistic with each other. Dated on the exact same day is the United Auto Warehouse application to the Planning Board. As you know, it takes weeks to complete such a detailed proposal which also requires receiving the forms from the Town. The Board clearly knew about it. At the public hearing on February 4, the Board never disclosed their knowledge of the 1 million square foot warehouse proposal. Such a disclosure may very well have had a material impact on the outcome of the public hearing on February 4. During that public hearing, Supervisor Wicks stated in response to Cindy Clarke’s question whether there is a timeline for someone building there, he stated “Well we don’t have anybody that has given a proposal for that property yet”. It would be incredibly coincidental that United Auto Supply warehouse application dated February 4 is the exact same day the board amended the “green space law” which would allow for such a massive industrial project.

The actions of the Town Board at the February 4, 2021 public hearing intentionally misled the public to benefit Mr. James Ranalli, the CEO of United Auto Supply. Mr. Ranalli is a very influential developer in the Syracuse area. Mr. Ranalli was also a top campaign contributor for Ryan McMahan, Onondaga County Executive and Ben Walsh, Major of Syracuse.

The Board may claim they were bounded by confidentiality. However, the public interest was not served by withholding material information prior to and at the February 4 public hearing. They could have met the terms of confidentiality by not disclosing United Auto Supply as the party submitted the application. Such an approach was done with the Amazon warehouse project in Liverpool. The town was fully transparent to the public, providing all details before approval, including drawings and applications. The interested party, Amazon, was not disclosed until extremely in the process.

The Lysander community was not made aware of the United Auto Supply warehouse project until an anonymous mailing (not from the Town of Lysander) was received on April 19, 2021. The mailing announced a public hearing of the Lysander Planning Board on May 13 to consider the application of United Auto Supply warehouse.

I suggest a legal remedy of the misleading and potentially fraudulent actions of the Board to amend Lysander Code Section 320-32A (3) would be to rescind their amendment which was approved by a Board of 4 to 1 on February 4. Thereafter, should the board wish to continue to pursue the amendment, have them do so by the public referendum.

I therefore implore you to reject the United Auto Supply proposal. Should you approve it, your political legacy will forever be the board who industrialized the north side of Baldwinsville with one of the world’s largest warehouse distribution center.

Jim Siddall, 8474 Smokey Hollow Road at the intersection of Hencle, stating that he moved to this location after returning from Iraq after my last deployment in 2008; got married, raised a family, have greatly enjoyed living in the Town of Lysander. I’ve served this community as a 1st Responder and have for many years. I have three concerns:

- 1) What is this going to do to our tax base; what tax break is this company getting to move the jobs here. My assessment just went up \$20,000 this year alone. What is this going to do to my property value being their neighbor.
- 2) When I bought my house at this intersection, if you’ve driven through Smokey Hollow, you know it’s a flashing red light, STOP signs, four-way STOP, there seems to be more of a ‘suggested’ light. I have personally responded to multiple accidents at this intersection, even before I get a 911 phone call I hear a crash. Lately we’ve had a significant increase in trucks blowing through the red light at over 60 mph. Now after almost two decades as a police officer, I know when they’re doing 60 mph. We’re trying to deal with this with the authority that jurisdiction in that area and they’re taking enforcement action to the best of their ability. Now I understand most of the vehicle trips will come up 690, which makes sense, but you can’t tell me with a straight face that all trucks are going to go down 690 and that truck traffic will not increase on Hencle Boulevard. What can we do about putting up a

STOP light or something that would help control the intersection of Smokey Hollow and Hencle for trucks coming from the east. Because I can tell you, if you've never responded to an accident, when a tractor trailer hits a Sedan, I don't want to see that in front of my house, I don't want to have that with my kids.

- 3) My third and last concern, just east of this facility there's a culvert that runs under Smokey Hollow that sheds all of the water that is draining, going east from Kellogg Road all the way down to Hencle Boulevard, through this culvert into my backyard. We've had a lot of issues with flooding over the last couple of years...I've talked to the Town, the County, the State, who were no help. What is this going to do to push drainage towards my property and increase the flooding that is causing damage to my yard. What is this Environmental Impact Study going to do...where is this water going to go. We all know it's wet there. We're going to put a million square foot facility right there, all that water, all that rain, snowmelt is going someplace, where is it going because if you're going to tell me it's going to go to my backyard, I'm not a fan. Thank you!

John Kalkbrenner, 8436 Smokey Hollow, stated that he's not complaining about the construction; but I'd like to see if we could eliminate one-half of the truck traffic...if you could get after the Governor to finish the 631 Bypass. Trucks run the light, cars run the light...you can't stop them. When the cops are there they're good, but when they're gone they're bad. Finishing the 631 Bypass would eliminate the Budweiser traffic, McLane traffic, part of traffic from Gypsum that come from the south...all those trucks would be eliminated. It's a short-cut for them. If you could eliminate half the trucks. Now this is the best time to ask the Governor because he's is on unstable ground and wants to kiss our butts to vote for him next time, to get that road done.

David Clements, Mott Road, Indian Springs, stated that he's not opposed to businesses as long as they are good neighbors. One of the first questions is, with regard to traffic, how many trucks will be in and out of that facility on an hourly basis, I'm sure it's being looked at as part of the Environmental Impact Study.

Mr. Trasher concurred stating that they'll take all the comments. The Public Hearing is going to be continued...we will take comments from tonight and answer them in writing so we don't get into back and forth tonight.

Mr. Clements stated that his next question is, what are the times of the shifts. The reason I ask is not only truck traffic, but employee traffic which will add to the congestion. Do you have times you'd like to share?

Mr. Trasher stated that they will take all of the comments and will address all of the comments back to the Board....that's the way I'd like to do the Public Hearing. Your comments will be answered just like other comments raised this evening.

Mr. Clement also questioned the devaluation...property values and how it's going to impact the property taxes. There's no doubt in my mind it will be an impact and we need to know what that is. I don't personally but some may. Whether or not that's being looked at I don't know, but if not, I can only suggest it be looked at ASAP I've worked for Fortune 100 Companies and have travelled extensively. I've lived in Baldwinsville since 1983 and let me tell everybody this place is a jewel. It really is. I love living here, I like the people and environment, it's worth keeping. I realize progress, things will change for progress but we need to monitor that and make sure we don't lose some of the things we have. My other questions have already been asked or answered so thank you very much. Again, I do want to add that I'm not adverse to businesses moving in as long as it doesn't have a negative impact.

Mr. Trasher: Just to answer his one question, the traffic study has been submitted if people want to see it. It is written very well by our traffic engineer of how things work. Section 3.3 on page 7. It goes through how things were analyzed. It's a public document and it goes through the volumes, counts, shift changes, all of that.

Mr. Clement thanked Mr. Trasher.

Nelson Rodman, 8310 Oswego Road, we live in a nice Town, it's a residential place, this is a big piece of almost Industrial property going in, but it's zoned Industrial, there's not much that can be done about that. There's a lot that has to happen here, something about the Giddings Crest Sewer Extension, the Smokey Hollow Water Extension...it's unfortunate that this wasn't held at such a venue where everybody could hear what's actually being discussed. I don't really don't know what's going on because I wasn't brought in the door earlier, you just didn't have a spot for the number of people that were anticipated to come.

Mr. Corey stated that we had to follow the COVID-19 rules that are in place.

Mr. Rodman continued stating there were other places this could have been held that were bigger. I don't know that putting something like this is going to increase our taxes. I would think it's going to pay some taxes and not be putting people in schools. Some of the people that work there might go to lunch in the Village and support the local businesses, that might be good, but again, the traffic...that's a change. Nobody likes change. Somebody mentioned earlier if they have finished 631 it would eliminate half of the truck traffic...people didn't want 631 to go through their neighborhood so they didn't get that. Just like they didn't want 690 going through Fayetteville, so they didn't get that, or 695 going through Camillus...people organized and fought against that so that never got finished. We're one of the few cities in the area that doesn't have a beltway around the City because people organize and fight against highways. People are complaining they want Route 81 torn out because there's noise where they live. A lot of people moved to Giddings Crest next to the highway and now they complain it's a highway....but it is a highway. It's unfortunate that this is not left agricultural land, I'd prefer to see, the Country is growing, we're going to need food in the future, once you do this you won't get it back. That's the way it is I guess...it's Industrial. I don't know if my ideas are popular ideas but at least you've heard the other side.

Mr. Corey stated that we mentioned earlier, when you were outside, we are not going to close the Public Hearing. We will just adjourn it. We will reopen it June 10th. If there is something that you feel that you missed or whatever you can come back then.

Mr. Rodman stated that many people have missed the explanation of what's going on tonight...will they get a description of what's going on.

Mr. Frateschi stated that it will be explained again at the next meeting.

It was determined that audio recording will also be made available on the Town website, if the file is too large thumb drives can be provided.

Richard Lotano, 121 Coachman's Whip, stated that he has lived in Giddings Crest for 33 years. My wife and I raised two children. It is a great, great place to live. I'm going to add just a little bit to what Rob (Helfrich) said, because I want everybody to think about this. The February 4th meeting was that the peak of Baldwinsville, was that the peak of the Town of Lysander or was that the day we started to go down the wrong path. We've had a great community. In that great community for many years we've had controlled growth and what I mean by controlled growth we had a build-out 30% at 70% green. Thirty-percent for the building, seventy-percent for the balance of the property. On the 2/4 meeting it was changed. Now it's 50/50..50/50 accommodates the project. That project is massive. The square footage of this warehouse when it's completed is 23% bigger than Amazon. If you were playing golf we could go inside that facility when it's done. We've got a par 5 going down for the length of that building. If we go the other way the depth is a par 3. Massive and that's what we've done and now are we interrupting, are we going to go down in terms of our community. Are we going to have less development for residential because people are saying, 'wow, they've got the massive warehouse there'? It's something to think about and at the same token, every resident of Baldwinsville, of the Town of Lysander has to understand that by going to that 50/50 and you sit there and say, 'eh, that's five miles from my house. Well guess what, 50/50 is now what it is'. Is that correct? So, if it's 50/50 does that mean in three or four years there might be a 200,000 square foot development near your neighborhood. We need to make everybody in Baldwinsville and the Town of Lysander aware of what happened on the night of February 4th and that we went from 30 to 50 in terms of the build-out and what impact that's going to have on the community in years ahead. The other question that I have is, in the old P&C warehouse right now there are two tenants, Lowes and WB Mason...as this facility expands out, what protection do we have as the community? Are you going to be renting space to other tenants? Once this is approved you can rent I believe to whoever you want to rent to. Is it going to be 100% United Auto or is there just a little crack in the door that there could be other tenants. We have a right to know that. We have a right to know exactly what the criteria will be if there are other tenants. Thank you very much!

Lisa Anderson, 2525 Country Lane, questioned the procedure. I don't subscribe to any newspaper where you have to advertise. I didn't have any information in the flyer that was sent to me by some concern group. Is there no requirement to post the property about the Public Hearing?

Mr. Frateschi stated that the only requirement under State Law is to be published in the official newspaper of the Town within five (5) days of the Public Hearing.

Ms. Anderson questioned what the official newspaper.

Both the Messenger and the Post Standard are the official newspaper.

Ms. Anderson stated that she has worked for Planning Board's for thirty (30) years. I'm used to the Developer giving a presentation that has a lot of information, then you can ask the questions that need to be asked. There's not a lot of information available to the residents, not in my opinion, so I would like to take the time to come down to the Town Hall, view the Site Plan, view the DEIS, view the Traffic Study...then I can ask pertinent questions that I will put in writing to the Board for the next hearing and hopefully we will have specific answers to all of the questions if you've got them from residents and petition. Thank you!

Al Yager, Town Engineer, stated that information is posted on our website, some of the file sizes are too large, but they are available for review. They can contact Karen Rice, keeper of the Planning Board records.

Mike Oemcke, Oswego Road, questioned if there has been anything brought up in the DOT study about sound mitigations on 690. Would it not need to be covered in this study with the increase in traffic and that kind of thing? Specifically, I'm asking about louder truck traffic and jake-braking from the hill coming down. I've lived there for twenty-one years. The level was unbearable years ago, although there was really no format to come in and discuss. So, I'd like to go on the record from that standpoint and saying that from a jake-breaking standpoint, I'd love to see what the DOT has as far as mitigation strategies. My quick thought is right after the 370 off-ramp if speed is knocked down to 40 or 45, maybe it would alleviate a lot of that that goes on. From that proposal I'd like to see if there's anything that can be expanded. From the local DOT study, it will mainly consider 48 and Hencle...is that correct?

Mr. Trasher concurred adding Oswego Road coming on to Hencle as well.

Mr. Oemcke stated again the major emphasis on that would be jake-braking, not just signage, reduction of jake-braking. Some type of mitigating efforts using current technology. Sewer and water districts from a standpoint...there's two avenues, one going up to Giddings and the other one going down to Smokey?

Mr. Trasher: West Entry Road...

Mr. Oemcke continued would there be any taxation on a yearly basis for current residents? Currently I have a septic system and I know there may be some regulations along those lines.

Mr. Trasher stated that their proposal is to have a pump station, a low-pressure system and tying into the end of the system near Giddings Crest, so there would be opportunities for those folks along that section of road to tie in through a pump station, pump grinder at the house eliminating your septic system. I can't speak as to how the Town...it's a little confusing now as to how it's all working because it used to be Town Sewer Districts now they're in a County Sewer District so now Town sewers are no longer in existence.

Mr. Yager added that the Town technically still owns the sewer, the County leases the sewer and is in control from a maintenance standpoint. The Town still has some control on sewer district extensions and who is included in sewer district extensions.

Mr. Oemcke reiterated that there would be some type of yearly fee charged/tax if you were included in that extension.

Mr. Yager: Once you are connected, no if you're not.

Mr. Oemcke thanked the Board.

Mr. Darcangelo stated that some clarification may be required...there was some discussion with regard to the DOT Traffic Study. The traffic study we have was independently done by the consultant from the engineering firm. The DOT has yet to comment on the study or the proposal. So, understand that what we have right now is not from the NYS DOT.

Mr. Corey concurred stating that that is part of the information we're still waiting on.

The independent Traffic Impact Study was prepared by GTS Consulting out of Chittenango.

Frank Matus, 45 Athena Drive, stated that he is running for the Baldwinsville Central School Board...we move here from Camillus seven (7) years ago. Anyone know where Township 5...I lived right in that backyard. The day they broke ground we were in the process of moving out,

moving to Baldwinsville. My property values went down. Couldn't sell my house. We moved to Baldwinsville because of the school district, again, where I'm running and where I'm passionate about it. Secondly, we live right across the street from Lysander Park. We've had a couple people talk about the traffic at Smokey Hollow and Hencle and trucks flying through there. I sit out on my back deck and hear them fly through there. The traffic is difficult. I also run part of a global company here in Town so I understand where you're coming from, addressing Mr. Trasher, you're the Messenger, you're trying to do economic development, which is what I am as well. I'm growing jobs here; our average salary for people is \$114,000 a year, so I get it, I understand, we want to attract the best talent in the region, but as a local businessman and understanding the economy and what we're trying to do and your own client has talked about redevelopment of properties. There are plenty of distressed properties in the Syracuse region that need to be redeveloped with plenty of room for access to major highways where a warehouse facility would go. Granted, I'm all for the Amazon facility. I think it's great for Liverpool. Again, that was a very open forum in which that was discussed and the community bought into it. I think ultimately my wife will benefit from a quicker delivery to home. But I'm really worried about what it's going to do to our community. When you look at the growth and real estate this past year, we have people moving to Baldwinsville from NYC, Boston, Washington DC obviously to escape COVID but we have great schools. We have great opportunity here and yes, we're building major distribution centers here as well, which is great, those are going to be nice paying jobs and people will have an opportunity to grow their families for their own benefit, yes you want to balance economic benefit and economic development but you also don't want it in your backyard. Sometimes you have to make the trade-off. This to me is not a trade-off that Lysander and Baldwinsville should even entertain. It's too close to residential areas. It's going to impact the park areas where we have soccer games going on all the time. The gentleman who spoke before, again I live right down the street from him, my backyards wet. What's it going to do to the flood areas and the drainage? Then there's underground natural gas line that runs through that part...where do those go, I don't know, I don't want a natural gas line running through my backyard. I look at the opportunity, I think it will benefit from people moving here and improving our schools, improving the tax base rather than having a distribution center that someday will go empty because it's going to be there. I do enough business in CNY so I know how this works...we've got these grandiose ideas, we'll start up them and they'll never reach their full potential and we walk away because we're apologetic for the area because we didn't attract enough people here; and this is what we're going to end up with and it's going to be right in our backyard. You've got a strip mall on Smokey Hollow Road that we can't put tenants in for basic stores, now we have a distribution center and an empty strip mall. Yes, I'm a little passionate about it because I've lived through developments in my backyard before, it's not a great thing, yes Township 5 turned out to be nice for Camillus but I also took a bath on my on my housing property and yet my assessment went up \$24,000 this year. I'm happy to chip in, but...one more thing, I just wanted to mention is that I know how economic development packages work, so if you're going to build a building and you're a business owner in the State of New York, Empire State Development will bend over backwards to give you tax breaks because they want you to build a building. There's also tax breaks for redevelopment of properties and incentives to do that. If you're representing somebody that truly is for the community lets put the emphasis in that, lets find a property that's distressed, renovate it and get it away from the residential areas that people want to move to. Brand new development over there...if I'm somebody that lives in that development and I just built a house I'd be pretty upset. Thank you all...Frank Matus for School Board.

Mr. Corey asked if there was anyone else that would like to be heard. There not being anyone else indicating at this time we will adjourn the meeting. As I stated...

Barbara Rhea stated that she has lived in this area since 1988 and wasn't planning on speaking but it seems like this is a done deal and we didn't have say in it and I guess that's the law. Whatever is the law in this community; but the gentleman spoke about...would there be mitigation on more greenspace, will they do something to protect us from the sound. It's two lanes on Hencle, two lanes on Church, two lanes when you're going out 48 North; so, what's the guarantee that all of that would (not) be expanded and the roads would have to be expanded. Is there a guarantee that the trucks are (not) going to go 48 South into the Village; which has been a problem all along. I totally oppose the project. I agree with everything the petition says, what Rob (Helfrich) said and what many other people said and I hope that it does not happen, but I think the writing on the wall is there. I truly don't appreciate that. Thank you!

Kevin Rode, 1405 Greymoor Way, questioned the total acreage of the three properties, 127 acres...

Mr. Trasher stated that there will be 31% lot coverage.

Mr. Rode questioned if the wetland study has been completed...how many acres of that 127 is wetlands. I can't give you the acreage. I can answer that at the next meeting. OK. I understand that we've got the 50% lot coverage but does our Planning Board take into account what is actually developable on a property that a person wants to develop; because a hundred-acre lot that is totally developable is a lot different than a property that might have sixty acres that can be used. Does that affect that number or do we just look at the whole lot size?

Several answering at once...the whole lot size.

Mr. Rode stated that maybe as a Town we should really take that into account in future laws, because I think a lot of people are concerned with using every ounce of land that's developable and we're just getting under it because of the vast lot sizes that we know we can never use. Next question is, were there ever any deed restrictions on any of those properties limiting size and scope...I understand it was zoned Industrial, but everything was clean on the deeds?

Mr. Frateschi stated that that's not something we would look at as a Planning Board; that would be up to the owner of the property.

Mr. Trasher stated that there are no restrictions, only easements that we have to cross.

Mr. Rode: OK...the only other thing that I saw, most people already asked the questions I had is, I was looking through the Comprehensive Land Use Plan (CLUP) and there's one part that we state, maybe it does not pertain to this, page 65 of the CLUP. Special attention in terms of future commercial development needs should be given for sites adjacent to Wildlife Management Area; certain commercial uses may detract from the open space of the Management Area. Buffer strips and other design alterations may be necessary for commercial sites adjacent to the Wildlife Management Area.

Mr. Rode continued stating that this is a lot larger than most commercial developments. I don't know if that pertains to that, but I just urge the Planning Board to take into account the character of the area and what that could possibly bring down the road. My other thing is, that's an Industrial area, it's sort of alone, by itself, it doesn't connect to Radisson, everything else on the other side of what, General Business, light commercial maybe...on the west side, the Church Road side.

Mr. Yager concurred.

Mr. Rode stated that we're going to bring water and sewer down there, what's to say in a few years somebody doesn't look at the old Church Farm and want that to be zoned commercial to keep the creep going out further to what has been farmland my whole life. Thank you!

The Public Hearing adjourned at 8:22 p.m.

OLD BUSINESS

3. Controlled Site Use
Case No. 2021—0002

Ranalli ALA, LLC
Hencle Blvd/NYS Route 48

John Corey, Chairman, stated that this item will be tabled until our June 10, 2021 Planning Board meeting where we will reopen the Public Hearing. Some of these questions that have been raised tonight will be answered and anyone else who wishes to speak they can do so. There will be no further discussion on the proposed warehouse matter.

III. APPROVAL OF MINUTES

The review and approval of the minutes of the April 8, 2021 regular Planning Board meeting.

RESOLUTION #3 -- Motion by Lester, Second by Kimball

RESOLVED, that the minutes of the April 8, 2021 regular Planning Board meeting be approved as submitted.

5 Ayes -- 0 Noes

IV. NEW BUSINESS

1. Site Plan Review
Amendment to Club House
Case No. 2019--0010

J Alberici & Sons
Formerly 8184 River Road
3535 Timber Banks Parkway

James Trasher, CHA, represented the applicant for an amendment to the entrance drive of the Club House. The main entrance drive was 24' wide and then we had parallel parking off of the side of them. After going through and looking at the development and what the developer, The Timbers LLC and Timber Banks Country Club wanted to see was the continuation of what Pooler Development did with the Island going up the center of the road and carrying it on through with overflow parking for the project off this side (indicating on plan). The practice facility for the driving range...the driving range, if you've played Timber Banks the pro shop end, Club House end, the driving range where guests and members can hit, at the far end there's a teaching facility and we have ample room for parking, which is noted on the plans. We're looking for the Board's approval to swap the angled parking that we had along the roadway with a landscaped island and doing the associated parking in this area (indicating on plan). For large events where the parking is needed we have shuttled golf carts that can shuttle folks back to the Club House so it has capacity in the parking lots. We are fortunate enough to have Upstate with their golf tournament there where they have tee-times both in the morning and afternoon. In the past we have parked folks out here (indicating on plan) on grass. We will come back in the future for the pool area, as well as final plan approval for the Club House. It will remain grass until that time, if it need be we will convert over.

Steve Darcangelo questioned if it's a public road.

Mr. Trasher stated that it is a private drive.

Mr. Darcangelo questioned what would enforce No Parking along there in wet weather where people don't want to go park in the grass? I think this is an improvement; I support it, but how do you keep people from parking there in the future.

Mr. Trasher stated that it's a private road with self-enforcement. Events like this are going to be valet parking, wedding events will have valet parking, other evens the event director is going to enforce it. Other times it will be drop off and then park. As lots get full there are signs that direct people where to go under current available parking.

Mr. Darcangelo questioned if there is anything beyond that that would require emergency response; could it ever be blocked for proper emergency response, are the docks?

Mr. Trasher: No, you'd drive into the river. There's a pump station on the right-hand side; which is where the Island ends where you're entering into the Club House and parking lot area, so it really keeps that boulevard look up through where it enters sort of the golf course property proper.

Mr. Trasher continued stating this isn't a cheap endeavor. It's a \$150,000 add to the good...it wasn't Joe himself, it was his father, Joe Alberici, Sr., when he was standing with his coffee one day he said, 'what are we doing with the road there?' Joe Alberici, Jr. told him they were just going to widen it and put some parking. His Dad stated that he wanted a centerline to continue with trees and landscaping going down through there. That was his desire and that's why we're back here to do that.

Hugh Kimball stated that he drove down in there to the Club House that looks like it's greatly being enlarged, am I correct, there were certainly workers there.

Mr. Trasher stated that it's not being enlarged, that's what the Board approved, 36,000 square feet of your approval.

Mr. Kimball questioned if you had a full facility with a lot of people parking cars, out on their boats in the Marina and a whole bunch of people playing golf. Are you going to have enough parking places for all of them to do it safely?

Mr. Trasher stated that as a business operator you want to get to the point where you have to say, 'hey Planning Board we have to come back and figure out the next scenario of adding more parking'. We have a lot of land out there that we can do things with. We have actually talked about a parking deck out there in the future. We've priced them out. If you go to the site, the

way it comes from the new Club House down to the Maintenance Barn and current Pro Shop you will see a 12' grade change. I've talked to Al about it, saying we might want to look at putting in one sheet of parking deck, digging out underneath so that you would have a deck of parking and underground parking. We're not there yet. We need to get the Club House operational, profitable and if that goes....in the Summertime the majority of golf is played in the mornings. Weddings are afternoons, so the rush is in the morning, so we see that as a positive. We see weddings and parties into the Winter when golf is closed. Thankful that we live in the northeast for that scenario, so six months of the year we're only doing half of the business. We hope the restaurant is successful with 120 people eating there, there's a banquet going on and a golf event...

Mr. Darcangelo questioned what percentage of your total capacity will you have parking available for?

Al Yager, Town Engineer, stated that per the Town Code the required parking for the square footage that they have is 277 parking spaces. They're not asking for any less, they're asking to use parking in the grass for overflow parking; which we have done in the past., this is nothing new.

There is a letter on file prepared by Al Yager, Town Engineer, dated May 13, 2021, that will be read into the record, in part:

I have completed my review of the amended Site Plan and Stormwater Management Report for the Timber Banks Club House project. At this time the revised Site Plan package with a revision date of April 12, 2021 appears to meet all applicable Local and State Code requirements. The revised plan do include a grass overflow parking area rather than angled parking along the entrance road that was originally proposed. The addition of the proposed grass overflow parking meets minimum Town of Lysander parking code requirements for the project. At this time, I have no further engineer comments related to the revised plan and Stormwater Management Report for the project. I would not be opposed to the Planning Board approving the amended site plan as submitted.

RESOLUTION #4 -- Motion by Corey, Second by Kimball

RESOLVD, that having reviewed the Amended Site Plan as defined on a map dated August 13, 2019, revised April 12, 2021, prepared by CHA Consulting, Inc., associated with the application of Timber Banks LLC, for property located at 3535 and 3536 Timber Banks Parkway, Baldwinsville, New York and part of The Timbers PUD, for the Timber Banks Club House & Event Center, to allow the continuation of the Timber Banks Parkway center median from its current stopping point to the Sanitary Pump Station driveway be approved.

Steve Darcangelo posed a question to the attorney, asking if this modification requires any reconsideration of an environmental review.

After some discussion it was determined that they're not adding anything with Mr. Trasher stating that it's a decrease in impervious area.

Mr. Frateschi concurred stating that from a SEQR standpoint that was done when the project was done.

5 Ayes -- Noes

V. **ADJOURN**

The next regular Planning Board meeting date is Thursday, June 10, 2021 at 7:00 p.m.

RESOLUTION #5 -- Motion by Beachel, Second by Kimball

RESOLVED, that the Thursday, May 13, 2021 Planning Board meeting adjourn at 8:36 p.m.

5 Ayes -- 0 Noes

Respectfully submitted,

Karen Rice, Clerk
Planning Board

DRAFT