

Town of Clarence  
Planning Board Minutes  
Wednesday December 8, 2010

**Work Session 6:30 pm**

Roll Call  
Update on Pending Items  
Zoning Reports  
Committee Reports  
Miscellaneous

**Agenda Items 7:30 pm**

Approval of Minutes

**Item 1**

Benderson Development Company  
Major Arterial

Requests approval to construct an access road  
from Greiner Road to the Eastgate Plaza.

Chairman Al Schultz called the meeting to order at 7:30 p.m.

Councilman Peter DiCostanzo led the pledge to the flag.

Planning Board Members present:

Chairman Al Schultz  
George Van Nest  
Gregory Todaro

Timothy Pazda  
Richard Bigler

Planning Board Members absent:

Vice-Chairperson Wendy Salvati

Town Officials Present:

Director of Community Development James Callahan  
Planner Brad Packard  
Councilman Peter DiCostanzo  
Deputy Town Attorney David Donohue

Other Interested Parties Present:

Michelle Eschborn  
Gloria O'Neill  
Gene Roth

Sharon Corrigan  
Helen Patrzyc  
Doreen Borschel

Bill Howrie  
 Paul Drof  
 Jack Meldrum  
 Jacob Schachtner  
 Thomas A Bush  
 Deb Geraci  
 Laura J Saraceno  
 Anthony Glieco  
 Pastor Pat Hiky  
 Craig Schmidt  
 George Cole  
 Joe Weiss  
 Anthony Ditsioos  
 Joseph Ciminelli  
 Ismet Hallac  
 Arman Afshani

Carol Howrie  
 Alex Soda  
 Jeffrey A Borton  
 Wendy Whiting  
 Janet Santarelli  
 Thomas Puglisi  
 Shawn Sheehan  
 Rosemary Vazquez  
 Danielle Buchbinder  
 Karen Dunlop  
 Al Schweitzer  
 Tony Sindoni  
 Doug & Heather Schurr  
 Kathy Karaszewski  
 George Hage

Chairman Schultz explained that the Planning Board is technically a seven (7) member board; presently there are five (5) appointed members, two (2) are absent, and one (1) alternate member. The alternate member, Gregory Todaro, will participate in all discussions and vote on all agenda items this evening.

Motion by Richard Bigler, seconded by Timothy Pazda, to **approve** the minutes of the meeting held on November 11<sup>th</sup>, 2010, as written.

Gregory Todaro	Aye	Richard Bigler	Aye
George Van Nest	Aye	Timothy Pazda	Aye
Al Schultz	Aye		

MOTION CARRIED.

Chairman Schultz explained that in all previous typical preambles for the Planning Board Meeting it has been defined that the Town Board is the ultimate decision maker in the Town of Clarence and everything the Planning Board does is a recommendation. The process was changed at the last Town Board meeting. There is one agenda item this evening. The item, by our interpretation of the new law will be in the purview of the Planning Board to make the final decision. It will be run a little different than that of the Town Board. Jim Callahan will introduce each agenda item/subject, the applicant will discuss plans, the Planning Board will ask questions and get clarification. The residents will have the opportunity to comment and ask questions. After everyone has finished, the Planning Board will then have more discussion with applicant and then make motion for an action. The action could be to approve the application with or without conditions, deny the application or table it until further information is received.

Regarding agenda item #1, there is more information that the Planning Board has asked for. Mr. Callahan has initiated a Coordinated Review under New York State Environmental Law. Chairman Schultz believes that the application may be tabled for additional information being received from other parties. The main objective tonight is that the residents have their concerns and feelings clearly documented and understood.

**Item 1**

Benderson Development Company  
Major Arterial

Requests approval to construct an access road  
from Greiner Road to the Eastgate Plaza.

**DISCUSSION:**

Jim Callahan provided an overview of the project. The project is an application from Benderson Development Company requesting an access road from Eastgate Plaza to Greiner Road. It is located on the south side of Greiner Road, east of Transit Road. The existing plaza is located within the Major Arterial zoning classification. The applicant is proposing to construct an access to the plaza from Greiner Road. The application was forwarded by the Town Board after the November 17, 2010 meeting for Planning Board to review.

Eric Recoon, Vice President of Benderson Development, is representing the applicant. Kristine Bianchi of TY Lin Engineers is also present.

Mr. Recoon suggests that this matter is a fairly routine and standard access management matter which is conducted in an effort to provide alternatives that keep traffic off the major arterials. This process is a result of a request that was introduced 5 years ago from the then sitting Town Board. The request was made when Benderson was in the process of selling the property. Benderson did not have control of the property for a while, but last year they reacquired the property. Supporting materials for this project include the initial request from the Town of Clarence to look at this access management out to Greiner Road. There is a letter from the State, Mr. Recoon notes that the State does not control Greiner Road, but does control Transit Road. The State is on record supporting relief from the shopping center on to the secondary roads. There is a letter from the Erie County Highway Department; Greiner Road is a County road, for this access drive. There are letters of support from two adjacent property owners. There is a traffic study prepared by TY Lin. Input and support has been received from the Harris Hill Fire Chief strongly recommending the project because of the health and safety considerations and the factors associated with the challenges of getting to and from this site only off Transit Road. The property is properly zoned for the proposal.

Mr. Recoon said no additional traffic will be created by this plan. It is simply creating a safer flow of pre-existing traffic. The reality is that commuters from the East are coming down Greiner Road and faced with the challenge of getting to a center that has no access to Greiner Road, thus being forced to make a left on Transit Road, a busy intersection, and then another left into the plaza. They must then leave the plaza making a right onto Transit, continuing to Greiner and then make another right. This plan will allow all of those folks coming from the east (pre-existing traffic) to avoid those kinds of movements onto Transit Road and bypass Transit Road altogether, and they are able to do so in a way that with the conditions and suggestions put forth by Erie County Highway Department will better ensure the safety and consideration for those around. Most notably, the egress from the shopping center has been requested by the County. No left turns will be made out of the Greiner Road access.

Residents voiced concern that some drivers might not be familiar with the neighborhood and may seek an alternative when they find that they are unable to make the left turn. The reality is that it won't and can't happen since that will be a dedicated right turn exit only and for those who do live in that immediate residential neighborhood across the street, they of course have the opportunity to get into their neighborhood by simply taking a right and then an immediate left.

Timothy Pazda asked if this proposal is a “half pork chop”. Mr. Recoon clarified that coming in there will be full access to folks coming from the east and they will have the opportunity to make a left into the shopping center without impacting traffic because there is sufficient width with the existing lanes as stated by the Erie County Highway Department. A turn lane will be created with a passing lane to the right and the opposite lane traffic coming in the opposite direction.

Mr. Pazda said if the applicant is suggesting that they would be putting a center turn lane in, how much space will that leave on either side of those passing lanes before you hit the curb, currently this is a two lane road. Kristine Bianchi said typically there is a two (2) foot offset between the lane and the curb. Mr. Pazda asked where pedestrians would go. There is no answer at this time.

Chairman Shultz has organized all the e-mails received from the residents along with the petition that is on file. The number one concern that the residents have is the traffic on Greiner Road. Chairman Schultz does not see how it will be much different.

Number two is the safety of the children, bikers and pedestrians on Greiner Road. This needs to be addressed.

Mr. Recoon noted that as you get closer to the Greiner Road intersection it broadens slightly and has existing drive lanes that go right up to the curb. Sidewalks pick up on the north side of the property at Walgreens. Greiner Road does not have existing sidewalks. Chairman Schultz noted that the Town Engineer was asked about extending sidewalks all the way down as a potential mitigation.

Chairman Schultz asked if the reason Benderson wants to do this project is to alleviate traffic on Transit Road in an effort to make the Transit Road and Greiner Road intersection safer. Mr. Recoon said it is certainly beneficial to the shopping center, but the requests that emanated from the various bodies all related to routine access management plans with regard to the most heavily traffic arterials. This is relatively unique in that it is a shopping center of a very significant magnitude and has access to only one road. Benderson has been asked in the past by the Town Board whether they would enable access through their property to Sheridan Drive should the property to the south be developed or acquired by Benderson. Benderson has given their consent for this access drive.

Chairman Schultz asked how this will improve the plaza. Mr. Recoon said from a sales performance, there will be no impact. This is for efficiency and safety. There are a host of people from Clarence that will have convenience associated with the project, it does not impact the Amherst side.

Mr. Pazda stated that he and the other Planning Board members are strong proponents of access management. It is looked for in every project. Tim asked if this plan is all or nothing. Will the project be dead if the left turn is not passed? Mr. Recoon thinks it is counterproductive if vehicles from the east cannot turn left into the plaza off Greiner and have to go up to Transit Road. Mr. Recoon welcomes all comments from residents and Boards.

Mr. Pazda asked if consideration was given to increasing the right turn lane on Transit Road up to the BJ's exit. Mr. Recoon said that has never come up nor has it been considered. That would have to come from the State given that it is a State owned road.

Ms. Bianchi said the proposed turning lane is ten (10) feet, with a passing lane of eleven (11) feet which leaves four (4) feet between the lane and the curb.

There will be no through traffic onto Greenhurst and no left turn onto Greiner.

The Planning Board looked at all the emails sent from concerned residents. Increased traffic is the number one concern; the number two concern is the safety of pedestrians and bicycles. The third issue is that drivers will turn right and then make a u-turn.

David Beckinghausen resides on Greiner Road next to Walgreens. It is difficult to get out of his driveway now. If an egress is added, it will make it impossible. Drivers from the north will cut down Greiner Road. Drivers from Amherst will cut across Transit and use that egress. He totally disagrees that this proposal will not add traffic. Individuals walk this path every day. Traffic up Maple Road is four (4) lanes which helps the traffic path.

Laura Saraceno resides at 5152 Eastbrooke Place. She used to walk with her grandchild to Walgreens. There is not much room to walk and she fears that this project will not allow her to walk at all. There are four (4) exits to that plaza; one near the viaduct, one at McDonald's, one where the signal is and one near the Mexican restaurant. Chairman Schultz said there is an exit through Rockler's woodworking store as well. Why such a large plaza? They should have built a smaller plaza. The residents don't want this road. Please say NO.

Ismet Hallac owns property in the vicinity of the proposal. His son owns the lot next door. He hopes his neighbors don't see him as an adversary, but because of his age, he can see the future more easily. You cannot halt progress. Ten years ago, if his neighbors looked at the future of the area, they probably would have thought to move. Public safety is a concern and if this project helps, he is all for it. He believes that in the next ten years, Greiner Road will be four (4) lanes. It will not be able to be stopped because the state will come into it. If this project doesn't go through, there is the possibility that higher ups will override everyone due to public safety.

Paul Drof resides at 5183 Eastbrooke Place. He wants to talk about broken covenants. He lived there when only five (5) homes were on the street. There are now 64 homes. There was no plaza; it was farmland with no indication of development. Development went on against his wishes, there were promises made that there would be no access on Greiner Road, it would be kept as fire access. Everything the developers weren't supposed to do, they did. Noise was not supposed to made throughout the night with the construction of the plaza, compressors were running at 4:30am, there was banging and trash collecting trucks at early hours. The berms were supposed to be policed, they were not. People will go down Eastbrooke to Ledge Lane. Walgreens holds up traffic. There was a person killed walking across the street. With regards to the safety issue for fire access, there was a car fire on Greiner Road, near Eastbrooke Place and it took the fire department 25 minutes to arrive. This neighborhood will be a public turnaround. The Town of Clarence pushed all of the business out of the Hollow and other areas onto Transit Road; the Town has created this problem by making it a commercial zone, they allowed this plaza to be put in here. The traffic compounded because the Town has their Master Plan, Amherst had their Master Plan and the two did not coordinate, there were huge corridors of businesses on both sides. He thought there was a traffic study done in 1992 or 1996 that said a turning lane would have a negative impact. There are no sidewalks there because Clarence wants to maintain a rural atmosphere. We should look at this and say, "No Thanks".

Albert Schweitzer resides at 8085 Greiner Road. He said the homeowner at 8065 Greiner never signed off on the project, the home owner told Benderson that if they want to put an access road in Benderson can buy his house. The homeowner does not want this road next to his house, he would be at the meeting but he is a volunteer fireman. The Harris Hill Fire Department Chief agreed that the access

road may alleviate traffic on Greiner Road. Mr. Schweitzer said we want people to stop getting hurt on Transit Road. Accidents on Transit are head on type accidents, corner to corner type accidents and t-bone accidents. He suggests the access road go south out to Sheridan Drive. He asked if Mr. Reoon called Uniland to work out a deal to go to Sheridan. There is a final report of Transit Road dated June 2004. Within the report is (E) Focus Area III for Sheridan Drive to County Road. It was noticed that there are a high number of curb cuts which decreases traffic safety, the movement along the corridor and pedestrian traffic suffers. The report suggests turning Transit road into a six (6) lane highway with a median down the center. Mr. Schweitzer reads from the report which indicates the State suggested improving the access on Transit Road, installing medians, cutting down some of the access and giving direct driveways. Medians promote safety and efficiency by limiting conflict points and requiring right-in, right-out driveways. In addition they encourage the use of shared access driveways and improve the flow of traffic on the main corridor. The installation of medians in this area would help towns address three key concerns: safety, traffic speeds and excessive curb cuts. The current configuration includes a two way turn lane, a continuous land located between opposing traffic streams that provides an area for vehicles to complete left turns from both directions. Mr. Schweitzer believes many people will use the Greenhurst and Vista areas to turn around. He noted that he saw a woman walking down Greiner Road with a small child and a baby. He saw 2 cars trying to pull in and the traffic pulling around them very close to the pedestrians.

William Lederhouse resides at 5123 Eastbrooke Place and was an original owner of his home in the area. He was a Home Owners Association member and met with developer. The developer agreed to no exit on Greiner in 1994. The developer cannot go back on the agreement.

Bill Howrie resides at 5173 Eastbrooke Place and states the five (5) concerns that are listed on a petition that is submitted: the likelihood of vehicle traffic leaving Eastgate Plaza via Greiner Road using Eastbrooke Place and Ledge Lane as a cut through; thus avoiding Transit Road to gain access south-this is already problematic with traffic going to and coming from Eastern Hills Mall, the added risk to families/pedestrians on Eastbrooke Place resulting from an increase in vehicular cut through traffic, lack of roadway/highway infrastructure to support an additional intersection in the vicinity of the Greiner /Transit Road, increased risk of pedestrian & vehicular accidents owing to an increase in traffic on Greiner Road and connecting residential intersections, degradation of residential property values owing to increased traffic in a residential neighborhood. The petition has 62 signatures.

Tony Sindoni resides on Greenhurst Drive. He agrees with his neighbors that this is a terrible idea. There is a zoning restriction dated March 1996 to prevent an egress road onto Greiner Road from Anthony Renelo which states no exit on Greiner. He is asking the Board to consider that restriction and to let the residents know if this restriction is still in place.

Janet Santarelli resides at 5093 Eastbrooke Place. She comes from the east on Greiner and has no issues with the left turning lane on to Transit Road. Nor does she have issues with the right turning lane on Transit Road to Greiner Road. She liked Mr. Pazda's idea to extend the turn lane on Transit Road. The traffic light system was changed. Turning left out of Walgreens would be bad. There have already been four (4) deaths on Greiner Road that she knows of. She suggested Sheridan Road access.

Shawn Sheehan resides at 5163 Eastbrooke Place, provided copies of two (2) Buffalo News articles from 1994 and 1996 in regards to this issue. She presented an agreement from June of 1995 which stated no exits on Greiner Road. She obtained a copy of a Traffic Assessment conducted by TY Lin. Ms. Sheehan suggested that you can get what you want when it's paid for. The assessment looks to gain better access to the Eastgate Plaza. There is no concern to alleviate traffic on Transit Road. In

1996 the DOT did a study on traffic volume and addressed the Greiner Road issue and found it to be dangerous. There should be another unbiased view for the Board to look at.

Arman and Arianna (daughter) Afshani resides at 4963 Eastbrooke Place. In the past has had to call the State Police Department to patrol Eastbrooke because of speeders. Children walk up and down and play on the street. There are no sidewalks. There will be more traffic. He refers to a Thomas Jefferson quote "That the will of the majority, if right, is in all cases to prevail. The will of the minority can be heard." He is not sure if all traffic is coming from the plaza now. It is nerve wracking to take my daughter for walks or bike riding.

Alexander Soda resides at 8086 Greiner Road and feels Mr. Recoon minimized the impact the proposal would have on the traffic. It is a fantasy to think only certain people will use this proposed access. Everyone will use it. It will be a nightmare. The traffic would be substantial.

Danielle Buchbinder resides on Vista Avenue. She asked if they are planning to expand Greiner Road. The existing space is four (4) feet now, not six (6) feet. Mr. Pazda said there is no plan to expand Greiner Road. Ms. Buchbinder believes without an expansion, there will be no room for people to walk. Two ambulances had to pause before they could go on to Greiner Road because there was so much traffic getting ready to make a left on Transit Road.

Thomas Puglisi resides at 5382 Greenhurst. He waited three (3) minutes to make a left turn on the way to the Town Hall. He walks a lot and to cross Greiner Road takes five (5) minutes. He said the proposal looks like they want to cut corners at Greenhurst and turn it into turning lanes. Chairman Schultz clarified that there is no proposal to change Greenhurst. Many children live there and safety is a concern. If permission is given by the Town of Clarence for this proposal, there will be a letter written to the Town Clerk and the Erie County Clerk putting them on notice that if anyone gets hurt, it will be issued into a lawsuit. Mr. Pazda asked if Mr. Puglisi ever exits through Vista. Mr. Puglisi said no, why would he go an extra half mile, he lives on Greenhurst. Mr. Pazda asked if the distance between Vista and Greenhurst makes difference in getting on to Greiner Road. Mr. Puglisi said it would not make any difference because the same line of traffic is there.

Michelle Eschborn resides at 5140 Ledge Lane. She has lived there for 25 years, there was no traffic then. Now she times the light at Transit Road and Harris Hill Road. She must wait for the red light to make a left turn. It will be a nightmare because she will get the traffic from Transit and the access road. She agreed with turnaround problem. Half the traffic on her street now does not live on her street.

Eugene Roth resides at 5320 Vista. When he rode with a neighbor to get here, it took five (5) minutes to turn left off Vista. On Sundays it takes ten (10) to fifteen (15) minutes to get out onto Greiner. People will block the road. We need signs that say it is unlawful to block street. When he is out, he doesn't want to come home when the Wesleyan Church let out. People have confusion with the word egress. He is still confused about the access road; he doesn't understand how Benderson thinks only people from the east will use the access road, will there be a light or policeman there? We need clarification. Why has this plan been presented at this time of year? It is devilish on the part of Benderson. It's too cold and busy for people to go door to door and let residents know about it. He hopes the Planning Board will do what is best and safe.

Another resident said there is an exit from the key place coming out on Greiner Road, an exit from the bank and beauty salon on Greiner Road; this will make four (4) exits within 400 feet and on two (2) lanes.

Wendy Whiting resides on Ledge Lane. Ledge Lane is a direct cut through from Sheridan Drive to Greiner Road. She agreed with all Eastbrooke residents about the increased traffic. There are a lot of children in the area. Ledge Lane is curvy with no consideration from vehicles. Clearview experiences the same issues. There will be a significant amount of increased traffic once people learn they can cut through. Law enforcement would not want another access for perpetrators to be able to escape. I observed four (4) cars in less than 90 seconds cut through from M & T Bank to Greiner. Look at the cost benefit factor, the convenience for a few, profit for fewer versus the safety of the community and the position on the citizens. Benderson's representative minimized the profit motivation and referenced the support of the State of New York, but any party whose liability may be decreased by deferring traffic to a different party would certainly support this type of proposal. This morning I read in the newspaper about pedestrian safety. We do not have sidewalks.

Jeff Gorton resides on Greenhurst. He would be in favor of the access road if it benefited Clarence residents. He has not heard any benefit to the people. This will not bring traffic down on Transit Road. Mr. Gorton said it is almost laughable that Benderson's traffic engineer would not think about sidewalks. A four (4) feet shoulder for pedestrians is not very wide. Is there anything from Erie County Highway Department showing their approval of this? Chairman Schultz said there is approval from Erie County Department of Transportation and Erie County Highway Department. Mr. Gorton asked if the approval was on the current proposal.

Karen Dunlap resides at 5331 Greenhurst thanks all for their support in this opposition.

Joseph Ciminelli resides at 5153 Eastbrooke Place. In 1993 he met with Benderson architects in developing the plaza. He saw the plans with right hand turn exit only to Greiner. The plan consisted of Phase I (Wal-Mart), Phase II (Dick's), Phase III (BJ's). All the agreements were made in Phase I, in Phase II and III the promises were not kept. There were to be no HVAC units exposed, there are units exposed and Mr. Ciminelli can see them from his home. As an engineer, he doesn't understand that with five (5) lanes on Transit Road, the answer is to overload a two (2) lane highway. It makes no sense. He agreed with the safety concerns the other neighbors brought up. There is traffic back up at Transit Road and Greiner Road; traffic will back up to Eastbrooke.

Brian Walsh resides at 5305 Greenhurst. He rides his bike on Eastbrooke, there are always children going down the hill while cars are going up.

Greg Sheehan resides at 5163 Eastbrooke. He looked at the Traffic study from TY Lin and reads from the conclusion: for the new access driveway, the analysis shows that the exiting traffic volumes projected may have difficulty accessing Greiner Road for the weekday PM and Saturday midday peak hours." He cannot make a right out of the M & T Bank. Making a left turn out of Walgreens is next to impossible. There is not a lot of room for walking on Greiner Road; it is very dangerous.

Eric Recoon thanked the people for coming and appreciates all input, perspective and comments. He addressed the "silent majority" as those referenced in the Clarence Bee which indicated that 73% of Clarence residents were in support of this access road. Traffic is the greatest concern from the majority of the people in attendance. These concerns relate to exiting traffic problems. The proposal will not exacerbate traffic on Greiner Road today; there is simply no evidence that that will be the case.



Chairman Shultz said there are two (2) issues that come up repeatedly. One is pedestrian safety, four (4) foot wide shoulder against a ten (10) foot wide lane where people are passing turners on the left is questionable. Another concern is the number of people doing u-turns or cutting through to Sheridan Drive.

Mr. Recoon agreed that these are all considerations and ultimately traffic studies are done after access management changes have been made. The situation is reviewed and assessments are made. Those assessments have been made by TY Lin. Mr. Recoon addressed the comment suggesting that they (TY Lin) are not credible saying it is insulting to them and other professionals in the field. Mr. Recoon said this is not Benderson out of the blue going back on agreements or promises made sixteen or seventeen years ago; this is an evolution, as there have been tremendous changes in the area. The State, County, Town and local Fire Department have weighed in and indicate and suggest it is what they would like to see happen. It is routine and standard access management. Mr. Recoon agreed that it must be done in a way that values safety and to the extent that there can be items addressed such as a lane for safety or add sidewalks. He is a Clarence resident and is sensitive to their concerns; his neighborhood does not have sidewalks either and he has young children as well.

Chairman Shultz assured the crowd that no one on the board has made a decision either way. They are here to listen and learn what everyone has to say including the applicant.

The Town has the original letter signed by Chris Bugenhagen of 8065 Greiner Road in support of this proposal.

Ms. Bianchi clarified that currently there are two (2) twelve (12) lanes going in each direction with a shoulder between the lane line and the curb. What they are proposing is a ten (10) foot turn lane with two (2) eleven (11) foot lanes on either side and a four (4) foot offset between the line lane and the curb. They are not proposing a reduction or an increase in the width of the pavement. Kristine clarified the distance between the proposed driveway out at Transit and Maple is approximately six hundred (600) feet. The Traffic analysis looked at queuing from Transit Road back on Greiner Road and with the traffic turning into the new roadway, the queuing is proposed to be shorter than it is today. Approximately 13% of existing traffic that goes into that goes into Eastgate coming off of Transit; 3% from the north, 6 % from the west. The traffic study was conducted in August of 2010. The report states that left turns will have issues, however there is currently no left turn in the proposal.

Chairman Schultz said the lane and shoulder measurements for the proposal do not add up, this will need to be looked at closely.

Mr. Bigler explained that studies have been ordered by the Planning Board. The Town is gathering information and is not relying solely on this assessment. Any decision made by any Town Board must have a State Environmental Review (SEQRA).

Mr. Bigler asked if the applicant would consider extending the traffic assessment to include Eastgate and all other pass through areas that go toward Sheridan. Mr. Recoon said they would be willing to do that.

Wendy Whiting of Ledge Lane said there are a lot of elderly people on Ledge Lane as well as children. She asked that the study go to Ledge Lane and Clearview as well.

Mr. Recoon explained that they don't own the property in order to propose an access to Sheridan Drive, it's not developed.

**ACTION:**

Motion by George Van Nest, seconded by Gregory Todaro, to **table** the application from Benderson Development asking for approval to construct an access road from Greiner Road to the Eastgate Plaza located at 5033-5183 Transit Road. The reason for tabling is to gather additional information pursuant to the coordinated reviews under SEQRA, including but not limited to NYS DOT, Erie County DPW and local Traffic and Fire Safety advisory boards.

**ON THE QUESTION:**

There is a lot of public commentary to review and consider.

Gregory Todaro	Aye	Richard Bigler	Aye
George Van Nest	Aye	Timothy Pazda	Aye
Al Schultz	Aye		

MOTION CARRIED.

Meeting adjourned at 9:22 p.m.

Carolyn Delgato  
Senior Clerk Typist