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**MINUTES MEETING
Town of Halfmoon Planning Board
December 12, 2022**

Those present at the December 12, 2022, Planning Board meeting were:

Planning Board Members:

Don Roberts –Chairman
Marcel Nadeau- Vice Chairman
John Higgins
Tom Koval
Rich Berkowitz
Thomas Werner
Mike Ziobrowski

Planning Board Alternates:

Brendan Nielsen- absent
Chuck Lucia- absent

Coordinator- Building, Planning and Development:

Richard Harris- absent

Senior Planner / Stormwater Management Technician:

Paul Marlow

Town Attorney:

Lyn Murphy

Deputy Town Attorney:

Cathy Drobny

Town Board Liaison(s):

John Wasielewski
Eric Catricala

Town Engineers:

Joel Bianchi- absent

The Chairman opened The Planning Board Meeting at 7:00 pm

Don Roberts: Good evening, I would like to call the Planning Board meeting to order, have the Board members have you had a chance to review the minutes from the last meeting?

Rich Berkowitz: I make a motion to approve the minutes.

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Mike Ziobrowski: I second.

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried

Marcel Nadeau: Don, I reclude myself

Don Roberts: Marcel recludes himself he was not present.

Tom Koval: I wasn't present either.

Don Roberts: And Tom Koval as well, okay thank you guys,

Public Hearing:

**Stone Management, 428 Hudson River Rd – Change of Use/Tenant & Special Use Permit
(22.155/22.181)**

Don Roberts: Please say your name and what you plan on doing.

Brian Helf: My name is Brian Helf Im from Stone Management, we have offices in Watervliet, and we are looking to expand our operation. We run a logistics and distribution business.

Don Roberts: Okay thank you, at this time we will open the public hearing, would anyone in the room wish to speak? (No comments) would anyone online wish to speak? (No comments) okay we'll close the public hearing, comments by the Board members?

John Higgins: At the previous meeting we had talked about the number of trailers you're going to have stored there, you were going to come up with some kind of a number that could be put on the site plan?

Brian Helf: I did not come up with that, I forgot about that detail. We are expecting about 6 or 8 trailers, not more than that.

John Higgins: Okay so parked overnight you would have a maximum of 8 trailers.

Brian Helf: They would be dropped trailers, not parked overnight, not live. They park in the trailer lot.

John Higgins: Well, what we talked about last night we just don't want to have a whole parking lot full of trailers all of the time.

Brian Helf: Correct, our plan is to have 6 or 8 trailers dropped no more than that. We are not looking at a trailer yard.

John Higgins: Okay, well Don whatever you want to do then.

Don Roberts: Okay, anyone else have concerns with that?

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Brian Helf: The operation just doesn't warrant that much more than that, there are only 10 to 15 trucks a day but that's a whole day worth of receiving, we don't need a full trailer lot.

Rich Berkowitz: Ill male a motion to approve the change of use, and the special use permit.

Tom Koval: Ill second

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried, all set.

Brian Helf: Thank you.

*Stone Management – Change of Use/Tenant & Special Use Permit
PUBLIC HEARING/APPROVED. A Public Hearing was held, and the Board approved the applications to allow approx. 80,000 SF of the existing building to be used as a storage/warehouse.*

New Business:

Hoffman Car Wash, 1589 Rt. 9 – Site Plan Renewal (22.187)

Jason Dell: Good evening my name is Jason Dell and engineer with Lansing Engineering here on behalf of the applicant. We're here to request and extension of the approval for the project. This project was approved in December of last year, and we are back before the Board this evening seeking an extension of that approval, nothing has changed on the site plan since that approval, the project was reviewed and approved by the TD at the time we had addressed all of the comments and we're back here just requesting an extension of that approval.

Mike Ziobrowski: I would like to make a motion to approve the renewal

Rich Berkowitz: Ill second.

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried, you may not know this but any idea when this is going to get done?

Jason Dell: Next year for sure.

Don Roberts: Than you very much.

*Hoffman Car Wash– Site Plan Renewal
APPROVED. Board renewed the Site Plan approval for a new drive-thru carwash at 1589 Route 9.*

Catricala Funeral Home, 1597 Rt. 9 - Amendment to Site Plan (22.171)

Jason Dell: Jason Dell engineer with Lansing Engineering, here on behalf of the applicant for the 1597 site plan addition. The project site encompasses about .59 acres and is currently occupied by the Catricala Funeral Home and what the applicant would like to do is on the rear end of the property, he would like to

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construct a 28 x 30-foot garage, the area where the garage will be located is currently in a gravel or crusher run area. No parking stalls will be eliminated for the construction of the garage and its simply to house equipment and vehicles associated with the funeral home so we're here this evening to request the approval for the site plan addition.

Don Roberts: Questions by the Board. I make a motion to prove the amendment to the site plan

Marcel Nadeau: Ill second

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried

Jason Dell: Thank you.

Don Roberts: You're welcome.

Catricala Funeral Home - Amendment to Site Plan

APPROVED. Board approved the site plan for construction of a garage at 1597 Route 9.

Rollin' Smoke BBQ, 1613 Rt. 9 – Site Plan Amendment & Sign (22.191 & 22.192)

Rob Carmel: How you doing, Rob Carmel, owner of Rollin Smoke, we're just looking to have our smoker outside, there is an existing 10 ft x 15 ft concrete slab, we just want to put the smoker on that, and also put a 10 x 15 ft metal carport over the top of the smoker just to protect it from the elements of the weather and so we're not working in the snow and the rain.

Don Roberts: As you know we can't approve this because we've got to wait for County, to get back to us on this, Saratoga County Planning Board

Rob Carmel: Correct, yes

Don Roberts: That being said, questions by the Board?

Tom Koval: Rob was that the dumpster corral before?

Rob Carmel: No, this is right off the north side of the building, the dumpsters are further down the parking lot.

Tom Koval: I haven't been there in a while, do you want to vote on the signs?

Don Roberts: Yea we have the sign application as well

Rob Carmel: Killing two birds with one stone tonight, it is the same exact size that was there before

Don Roberts: You're just replacing what was there before, that's all you're doing? There's no extra signage?

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Rob Carmel: Not at all

Don Roberts: Just replacing what was there.

Tom Koval: Ill make a motion to approve the sign change.

Mike Ziobrowski: Ill second

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried

Rob Carmel: One quick question I have, would we be able to get a temporary permit so we could at least install the carport?

Don Roberts: Its up to the Board, anyone have any problem, we mentioned it in the pre-meeting?

Lyn Murphy: The supervisor has the ability in conjunction with the Director of Planning and Development to issue a temporary permit, so they will determine that.

Rob Carmel: Okay any idea when that might be?

Lyn Murphy: Call Rich in the morning

Rob Carmel: Okay

Tom Koval: If they are looking for our feed back, I don't have a problem

Don Roberts: No one had a problem with it in the pre- meeting so, okay, okay your welcome.

Rollin' Smoke BBQ – Site Plan Amendment & Sign

TABLED/APPROVED. Board approved the proposed sign application and tabled the site plan application for installation of a covered smoker, pending review by Saratoga County Planning Board.

52 Seashore Way (Hank's Hollow) – Minor Subdivision (Lot Line Adj.) (22.175)

Pat Jarosz: Hi my name is Pat Jarosz with Van Guilder Associates Im here tonight on behalf of Bruce Tanski, regarding a lot line adjustment between lots 52 Seashore Way and Lot B Hanks Hollow Subdivision. Were proposing a minor 5 ft lot line adjustment added to the northern property line of lot 52 for a total of 875 sq ft. swapped between both lots. Both lots are vacant and are zoned agricultural residential. Lot 52 Seashore is 13, 125 sq ft before the adjustment and 14,000 sq ft after. Lot B is 5.25 acres before and 5.23 acres after, thank you.

Don Roberts: Questions by the Board?

Rich Berkowitz: I make a motion to schedule a public hearing on January 9th.

Tom Koval: Ill second it.

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Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried, see you on the 9th.

Pat Jarosz: Thank you.

*Lot 52/95 Seashore Way (Hank's Hollow) – Minor Subdivision (Lot Line Adj.)
PUBLIC HEARING SET. Board set a Public Hearing for the January 9, 2023, meeting for the proposed
Minor Subdivision (lot-line adjustment).*

DelSignore Paving Extension, 47 Clamsteam Rd- Amendment to Site Plan (Site Plan Condition Extension) (22.178)

Gavin Vuillaume: Good evening, Gavin Vuillaume with Environmental Design along with Dewey DelSignore from DelSignore Paving. This project was approved back in April as one of the conditions of the approval we were required to construct a berm within 6 months of the approval, due to some permitting and stormwater delays we really weren't able to start the construction of the berm until roughly September so that didn't give us a lot of time to get it done. The berm now is completed as far as the earth work but we still need to plant the evergreen trees on top of the berm, this time of year its just not advisable to be planting evergreen trees, so other than the evergreen trees we would just like to extend it until the Spring.

Don Roberts: Now Paul received 2 emails on this right, entered into the record?

Paul Marlow: Yes, they'll be in the record

Don Roberts: Now I know there was some confusion here in those emails that adjacent property owners were under the impression that the berm was going to a lot larger than it is, I mean what we are approving is what we approved in the first place here but in the future can you be a little bit sensitive to the needs of the residents and as far as noise and lights and all of that goes early in the morning, can you be a little sensitive to that?

Dewey DelSignore: Yup, okay

Don Roberts: Okay thank you. Questions by the Board?

Rich Berkowitz: I make a motion to approve the request to extend it until May 25th, 2023

Mike Ziobrowski: Ill second

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried

Gavin Vuillaume: Great thank you.

*DelSignore Paving Extension- Amendment to Site Plan (Site Plan Condition Extension)
APPROVED. Board granted an extension until May 25, 2023, to complete the berm and landscaping as
shown on the approved plans.*

Milczarek Subdivision, 12 English Rd – Minor Subdivision & Special Use Permit (22.186/22.190)

Gavin Vuillaume: That's me again, Gavin Vuillaume with Environmental Design, so this project is a new project its actually in front of the Town of Clifton Park since the project resides both in the Town of Halfmoon and Clifton Park. The map you can see the Town line bisects it from north to south, so everything to the west side of this property is in the Town of Clifton Park and everything on the east side of that line is over here is all in the Town of Halfmoon. So, we have an application also pending in the Town of Halfmoon for the subdivision, it's a very simple subdivision, the property is bisected to east and west here, by the Zim Smith Trail and then also English Road here. So, our property really, we have land hooks between those roads and Zim Smith Trail so we're really not creating any new property lines, but we want this parcel to be recognized as three separate lots. So, the first lot is this big, larger area, in here would be used as Town Park land for the Town of Clifton Park. The lot 2 would be reserved for a future building lot again not right away. That one is about 17 acres, the Clifton Park parcel is 35, and then the remaining parcel where the house is today would just stay as it and that is a 10-acre parcel.

Don Roberts: Questions by the Board?

Rich Berkowitz: I make a motion to set a public hearing for January 9th

Marcel Nadeau: Ill second it.

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried, see you then.

Gavin Vuillaume: Thanks

*Milczarek Subdivision – Minor Subdivision & Special Use Permit
PUBLIC HEARING SET. Board set a Public Hearing for January 9, 2023, for the proposed three lot subdivision.*

Fairway Meadows Phase 3 Re-Subdivision/Consolidation, Timothy Way & Back Spin Drive – Minor Subdivision (22.174)

Pat Jarosz: Hello again, my name is Pat Jarosz with Van Guilder Associates and Im here tonight on behalf of Bruce Tanski regarding the proposal to consolidate Fairway Meadows phase III from 14 lots and one road tax parcel down to four larger estate lots. 14 acres is zoned agricultural residential, and is served with sewer and water, Lots A & B will be located off Timothy's Way and lots C & D will be off Back Spin Dr. The land preservation rea will remain as formerly approved, thank you

Don Roberts: Questions by the Board?

Lyn Murphy: Where are we with the road? Right now, you have multiple lots with only one ingress and egress the through road was never built, where are we with that construction?

Pat Jarosz: Do you have a comment on that Bruce?

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Bruce Tanski: Im sorry I didn't hear you.

Lyn Murphy: Where are we with the road? Right now, you have multiple lots with only one ingress and egress the plan was always to build that through road what is the time period for that?

Bruce Tanski: We just haven't done it yet that's next in line.

Lyn Murphy: Okay so.

Bruce Tanski: Probably start it in the spring

Lyn Murphy: There's got to be little bit more than probably because that's been about 10 years

Bruce Tanski: We'll start it in the spring, May, June somewhere in there, as soon as I get somebody, as soon as I can free up somebody to do it because everyone is, so dal gone busy. Kingsley Arms does most of that type of work for me.

Tom Koval: The Board isn't really comfortable approving any other lots or changes to lots until that roads done, just because now its against state code that the amount of homes that you have without a second access, and the fact that it has been delayed for so long.

Bruce Tanski: And I do respect it, we are cutting the lots down from what 12 or 15 down to four, which has already been approved.

Tom Koval: That's besides the point, the point is that this road really needs to get built and its not getting built and you're all the lots are out of compliance now, the project is out of compliance with State Code because it doesn't have a second access, so we, I don't feel comfortable voting on anything in that project right now, until that road gets built.

Bruce Tanski: That's fine don't vote on it.

Don Roberts: In the pre-meeting Bruce, you weren't here for the whole thing, in the pre-meeting that was the consensus of the Board is to not take action on this until the road gets built.

Lyn Murphy: Like a timeline, and we could have some things like no building permits unless and until that timeline is met, or they can just table it until it's built.

Don Roberts: I mean can you confidently say it will be done until this date, or no?

Bruce Tanski: That's kind of hard to say because Im not the one doing it, and I can try and get a timeline from Kingsley arms and report back to you guys

Don Roberts: That might be the way to go

Bruce Tanski: Then Ill have a definitive answer

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Don Roberts: That might be the best way to go for everybody

Tom Koval: Do you want to just table this? Do you want to just table it yea, alright, Okay thank you.

Pat Jarosz: Thank you.

Fairway Meadows Phase 3 Re-Subdivision/Consolidation, Timothy Way & Back Spin Drive – Minor Subdivision

TABLED. Board tabled the Minor Subdivision (lot-line adjustment) application pending submittal of a timeline to complete Timothy Road by the applicant.

Old Business:

True Realty LLC, 405 Hudson River Rd- Change of Use/Tenant & Sign (22.169/22.170)

Jimmy Trudeau: Hi my name is Jimmy Trudeau, I own 405 Hudson River Road, and we have a real -Estate Company, my daughter and she's looking to put a sign out in front of the building.

Don Roberts: Alright so you're going to be a real estate company in the building

Jimmy Trudeau: A real estate company correct

Don Roberts: How many people, how many employees?

Jimmy Trudeau: 7?

Don Roberts: You should probably speak for yourself here, will you say your name please

April Trudeau: My name is April Trudeau, Im the Principal Broker of the Brokerage, we have 8 agents right now.

Don Roberts: Okay, questions by the Board?

Tom Koval: There's plenty of parking there?

Don Roberts: Yea

Tom Koval: Ill make a motion to approve the change of tenant

Marcel Nadeau: Second

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried

Tom Koval: I saw your sign, its relatively small, it's much smaller than what used to be on the building, so Ill make a motion to approve the sign

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Tom Werner: Ill second it.

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried.

Jimmy Trudeau: I have one question, we're thinking about putting lights on it, do we have permission with that?

Tom Koval: On the sign?

Jimmy Trudeau: Yes

Don Roberts: As long as it's not shining out into the road.

April Trudeau: Okay thank you.

Lyn Murphy: And you're as far as it relates to the NYS Right of Way / County Right of Way

Don Roberts: Yea, it's got to be on your property

April Trudeau: Are you talking about the

Richard Harris: The sign, the sign

Don Robert: The sign

Lyn Murphy: Well Im talking about the corner of the building not that

April Trudeau: Yea right, we're working on that right now

Lyn Murphy: It's a pre-existing non-conforming so this Board doesn't have to be concerned about it, but just make sure your sign is on your property.

April Trudeau: Not hanging over

Tom Koval: Its hanging on the building isn't it.

April Trudeau: It's hanging off the building

Lyn Murphy: Okay a part of their building is not on their property.

April Trudeau: Yea so make sure that, that one corner doesn't, okay thank you.

Don Roberts: Okay

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Jimmy Trudeau: Yea we actually have something in regard to the corner of that building there but its SBA they're not really comfortable with it, they want to rework it.

Lyn Murphy: Yea, I've been on those emails, going back and forth as to what you need to do.

Jimmy Trudeau: You guys have a good night.

Don Roberts: You too.

True Realty LLC- Change of Use/Tenant & Sign

APPROVED. Board approved the use of vacant space at 405 Hudson River Road for a real estate office and associated signage.

Summit at Halfmoon, 1620 Rt. 9 & 29 Sitterly Road - Amendment to Site Plan (22.156)

Lyn Murphy: We received a letter from an attorney Paul Goldman as it relates to this project, its part of the record.

Don Roberts: Okay.

Jason Dell: Jason Dell, engineer with Lansing Engineering here on behalf of the applicant for the Summit at Halfmoon site plan modifications. We were before the Board last month we went through the proposed modifications, the project was referred to MJ for review, we did get the response from MJ that they had no concerns pertaining to the site plan modifications. It was referred to the County, Paul I believe the County had no concerns either, so we are here this evening to request approval of the site plan modifications.

Don Roberts: Did you get a copy of this letter about the landscaping?

Jason Dell: I did not.

Paul Marlow: We got it late this afternoon

Don Roberts: Here you can have this one. This should probably be addressed alright.

Jason Dell: Just in the area of along here? Because I would imagine we've got a slope that comes up to their property line here, and then the amenities are in this area, are they looking for just some additional screening through here? We could certainly take a look at that if its reasonable we could certainly look to that.

Don Roberts: Okay thank you, that being said any more questions by the Board?

Rich Berkowitz: I make a motion to approve the amendment to the site plan.

Mike Ziobrowski: Ill second

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried

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Jason Dell: Thank you.

Summit at Halfmoon - Amendment to Site Plan

APPROVED. Board approved the proposed site plan changes to the existing senior apartment project.

Farm to Market Storage Center (Halfmoon Self-Storage PDD), 40 Farm to Market Road - PDD Recommendation (21.225)

Jason Dell: Jason Dell, engineer with Lansing Engineering here on behalf of the applicant for the Farm to Market Road Self Storage PDD Phase II. We're here tonight to just update the Board with the goal for the Board to provide a positive recommendation back to the Town Board for the project. This portion of the PDD and project encompasses about 9.8 acres. And is currently zoned as part of the Halfmoon Self Storage PDD. This proposal consists of a development of 10 -4-unit self storage -flex buildings, each one of those buildings is about 6,000 sq ft and can be broken up into 4 units. Access into this phase of the project will come off of the existing curb cut. Water and sewer will be provided to the project by a connection to the Saratoga County Sewer District system and the Town of Halfmoon water system. At this point we have gone back and forth with MJ with a couple of review letters, and we've responded to all of those comments to date and we're here this evening to answer any remaining questions that you may have with the hope that you recommend it back to the Town Board with a positive recommendation.

Don Roberts: Thank you Jason, comments by the Board?

Rich Berkowitz: It's just a continuation once they are all ready right.

Jason Dell: That's correct

Tom Koval: You know this was originally approved for a small self storage units. This space that you are looking to convert?

Jason Dell: Im sorry?

Tom Koval: It was originally, this phase originally was going to be self storage units for just general public?

Bruce Tanski: Correct it was just more the modular units, the 8x8's the 8 x 10 's and the 10 x 12's and we changed it to this which is less ground water run off, and less contentious.

Tom Koval: The only thing it has more of is peak hour traffic with your contractors in and out. I mean I don't have a problem with your other phase of it right now it seems like it has been pretty well maintained but it is a little bit of a concern that, seven thirty, eight o'clock in the morning three thirty, four o'clock in the afternoon there is going to be a lot more people coming in and out where residential self storage wouldn't generate that traffic. Any body else have any thoughts on this?

Rich Berkowitz: I don't see a difference from what it is to what we're going to expand it to, we approve each individual tenant and if there is any problems in the past or the future, we can determine that with each individual tenant.

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Tom Koval: If nobody else sees an issue

Mike Ziobrowski: I'm from Farm to Market I don't see an issue with this, not much at all.

Rich Berkowitz: I don't think we need a public information meeting either.

Don Roberts: We can have an optional public information meeting, but the Town Board has to have one anyway so it would be redundant, so we don't need a public information meeting on this.

Rich Berkowitz: Ill make a motion of a positive recommendation back to the Town Board

Marcel Nadeau: Ill second

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried

***Farm to Market Storage Center (Halfmoon Self-Storage PDD) - PDD Recommendation
POSITIVE RECOMMENDATION. Board granted a Positive Recommendation to amend the Halfmoon
Self-Storage PDD to allow for warehouse/storage facilities.***

One Four Six Marketplace PDD, Rt. 146 & Old Rt. 146 – PDD Recommendation (22.099)

Jason Dell: Jason Dell engineer with Lansing Engineering, here on behalf of the applicant for the One Four Six Marketplace. Last time we were before the Board was back in the summer of this year and we wanted to come back before the Board to kind of give you an update of where we are on the project as we are moving forward, we have engaged with the neighbors, we have engaged with DOT. We have spoken with the Water Department with the Sewer Department and we're just here to kind of go through all of that with you folks and just let you know where we are. So Ill start with plan modifications, if you look at the plan, we have extended quite a bit of additional sidewalk through the development, we've also extended sidewalk up Cemetery Road at the request of the residents of Englewood. We eliminated the sidewalk coming through what is there emergency access over here, they asked us and would prefer a sidewalk along this area here so as not to promote additional pedestrian traffic through their neighborhood but still easily have the connection to the development from further up on Cemetery Road. Further down Cemetery Road we also provided a connection from the existing side walk over and into the development and as you can see with the plan we provided pedestrian accommodations throughout the project to the individual buildings and as you can see with the plan we provided pedestrian accommodations throughout the project to the individual buildings and businesses and apartments that are going to be out there and as we move through the project and review with MJ, that site plan if additional sidewalks are warranted and requested we'll certainly look at that when the time comes. We also engaged with Saratoga County Sewer District, we did do a sanitary sewer flow study in the area which took some time we did submit that to the sewer district, and we did receive a will serve letter from them for the project as well as we also received a will serve letter from the Water Department for the project. We received and addressed comments technical comments pertaining to the concept plan from MJ, we did provide a conceptual utility plan, a emergency vehicle turning plan as well as we also provided a conceptual subdivision plan if you don't mind flipping to that Paul. One of the questions that has come up I know I have spoken to Mr. Roberts about this one, is what's going to happen with the existing businesses that are along Old Route 146 right now and how is this project going to impact their road frontage, and we've also reached out and spoken with Mr. Tanski because he owns the properties as part of Star Plaza. So what we would do with this plan is the existing right of way that would be relinquished from the Town we would extend Mr. Tanski's property lines

directly over and give him direct access to those properties to the newly constructed Town road that would extend over to the circle so he would still have frontage on the road and there would be access directly to the spa, straight through here and onto the new road. So, we did work through that one as well. As I mentioned before we met with the residents of Inglewood and we heard what their concerns were and we presented a plan to them recently where along the boundary with the project their homes are probably ten feet or so above the existing grade of the project site down here, so what we talked to them about doing was installing a retaining wall along that property line and along the backside of that retaining wall we would do landscaping as well as a fence along there and we will work through those details with them, such that the backs of their yards drop right off right now along this right here is about their existing tree line and then it drops right down so what we would do is fill in and level off the whole area the backs of their yards thus giving them significantly back yard that is useable it will go up to the fence and the retaining wall with our project site on the other side. We believe that they were quite receptive to that idea and liked the idea so that's still an ongoing discussion that we'll have with them, but you know we did reach out to them, and you know we're looking actively for their input on our plan.

Don Roberts: Do you have any update on traffic improvements?

Jason Dell: Ill turn that right over here.

Alana Moran: Good evening, Alana Moran with VHB, yes there is an update on traffic and transportation part of this. We have been working with NYS DOT we have received comments from them about a month, month, and a half ago, regarding the traffic evaluation. So, we are working our way through those comments with them to make sure that we are addressing everything. I believe that Paul and both Rich were present during that meeting that we had with DOT. The other thing that came out from that meeting is that we had learned that the State is sponsoring a project that includes studying the intersection of 146 and 9 so that's something that you know they are looking at so we're able to look at that location in concert with the DOT for just kind of making sure that their project and this project can advance and not kind of hold each other up in any way shape or form, so we are working directly with them on that as well. That's all I got unless you want more.

Rich Berkowitz: I have a question for you, have you don't any counts on how this project affects the counts on each intersection?

Alana Moran: So, we did do traffic counts originally for the project itself for like 6 or 7 studies, what the DOT ask that we do is actually add in the Crossings as an intersection the crossings with Route 9, so we added that traffic count into our network. Right now, we extend all of the way down to the other end of Plant Road. So, we've got a pretty good network for the study itself.

Rich Berkowitz: Do you have any results?

Alana Moran: I do have results, yea but

Rich Berkowitz: Can you share them or is it...

Alana Moran: No, I absolutely can let me just kind of open it up, so intersections that we looked at just in detail are US Route 9 and 146, Route 9 at Old 146, Older 146 and Cemetery Road, the Old Route 146 at the Shops of Halfmoon driveway, NY 146 and Old 146 at Chaucer Place and then based upon DOT comments we ended up adding in the Crossings intersection there with Route 9 and also as part of the original piece of the study we looked

at Route 146 at Old Plant Road west and Old 146 Plant Road east, I know that that is a concern an area of concern for the community just because of the way they come out and they Y and the stop control on a pretty heavy roadway. Levels of service results, I can go ahead and give you, as I work my way through my little notes here. Its kind of a long study, many pictures, many ,many pictures. Yea its long, its long we try to avoid having things with that many but here we are, so we looked for this study at the a.m. peak hour and the p.m. peak hour of the weekend traffic just because of the residential component, so that ended up being the driving force when it comes to trips generated by the site and the adjacent roadway network, and what we're finding of course is the p.m. peak hour is really the peak hour of more concern, it's the more critical peak hour because its got more trips for the site and there is just a lot more happening on the roadway network at that time with all the commercial in the area. So from a level of service standpoint, as would be expected the intersection of 9 and 146 operates at an F and we would anticipate that it would continue to operate at an F with the proposed project, but that's one of the reasons that , that location is being looked at from a more wholistic standpoint, by DOT is to do some kind of bigger improvements that would be accomplished by a project like this. So, then we have the Old Route 146 at Route 9 and that one we are looking for a level of service B, existing in a no build conditions, right not Im talking to am peak hour, but we can switch over to p.m. in just a minute. Then the Old Route 146 with Cemetery Road which is unsignalized and the Shops in Halfmoon that are unsignalized its like an A, B type of operations during the morning peak. Continue with the morning peak hour, the Old Route 146 with 146 and Chaucer Place this is the main site access, and this side would be realigned as part of the proposed project going in and having a round about.

Rich Berkowitz: You mean Lowe's not Chaucer?

Alana Moran: Yes, the Lowe's yea, the Lowe's drive, so right now what we're looking at is existing is level service B, no build is level service B, and then under the build conditions when we're adding more project related traffic its looking like overall level of service C, but again there is that benefit of f realigning the roadway there and bringing everything into a more standard intersection. Again, during the morning peak hours Old Route 146 with Old Plant Road west is about a level of service D on the side street approach that's roughly 30 , 35 seconds of delay on that approach under build and no build conditions. The east end we're looking at level of service B and then the site driveways and the internal roundabout we're looking at level of service A, for the build and no build under the a.m. peak hour. Levels of service results are actually very consistent for the p.m. peak hour, again 9 and 146 it just is what it is at this point so that level of service and then continuing along, and then the intersection probably of more interest is coming in and where we're realigning again its level of service C under existing no build and then it would drop to level of service D, under build with that additional approach to the intersection and the additional traffic. However, with the mitigation of the additional turn lanes and kind of coordination with 9 and 146 the additional west bound through lane there to add additional capacity it does improve with that mitigation. Too if we make that happed with again the west bound through a little bit more capacity on the north bound its looking like level of service B during the a.m. peak hours and then level of service C during the p.m. peak hours, so an improvement in those instances with that mitigation.

Don Roberts: Very good, thank you.

Alana Moran: Let me know if you have anything else.

Tom Werner: I have a question on Old Route 146 traffic, existing traffic, with the new configuration are you forecasting that a certain percent of that will divert to stay on 146 to 9 rather than come through this new configuration?

Alana Moran: We're actually in order to kind of show more of a worse case condition through that network, we rerouted everybody to go through that minor kind of a detour or new bend in the roadway as opposed to just the straight shot that it is now. It really, I think will be simpler for people when they come out and have a direct accessed approach, the 90degree as opposed to having the bend that it is right now or the angled approach, so we didn't divert anybody we put 100 percent through just to have that worse case evaluation.

Tom Werner: It seems from a reality point of view that people will just go right up to the signal and make a right, especially for those heading north on Route 9.

Alana Moran: Well, I mean yea, anybody heading north for sure, or they may go direct out and make that right turn but if you have anybody coming south and turning left that's probably still going to be easier to do to go through Old Route 146 as opposed to going left through the signal.

Tom Werner: Perhaps, they will seek the route of least resistance.

Alana Moran: It will balance out over time, yea.

Tom Werner: Has there been any indication, I know they're just getting started with the DOT project, regarding 9 and 146, there is a serious issue east bound, it begs to have two east bound lanes come right through this site, and...

Alana Moran: Yea and that is one of the things that the DOT had mentioned as you know like you said it's the east bound direction that kind of gets backed up, and one of the things that Im sure they're looking at in the bigger project that they are doing, we're not recommending that as part of this project, we're instead doing the west bound and along the project frontage, but yea I know that's something that they're , they've got a whole I'm sure workbook of things that they are looking at but they are just getting started with it.

Marcel Nadeau: Coming out of the project if you're going east or we'll say crossing into Lowe's, is that just going to be a single lane or is it going to be a left turning lane for people who want to go east?

Alana Moran: Yes, there would be a left turn lane, a dedicated left turn lane for that east bound movement.

Marcel Nadeau: As well as going through to Lowe's?

Alana Moran: Yes.

Rich Berkowitz: Do you know how many people actually go through Lowe's parking lot to get to Route 9 and also get through the Crossings to get to Sitterly Road and Werner Road?

Alana Moran: Yea we know that you all have concerns

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Rich Berkowitz: Because right now that's a big, short cut, Plant Road is a big, short cut also to get from 146 down to 9

Alana Moran: Yea there is all sorts of localized little routes that people are taking to make things, to get around things that aren't as easy right, 9 and 146

Rich Berkowitz: Well, you try to avoid 9 and 146

Alana Moran: Yea, yea exactly so when we did the analysis, we did definitely put traffic on that movement down onto the Lowe's drive just to again show what's actually kind of happening and what's probably be anticipated to happen, hopefully as the DOT project kind of progresses then it will improve, and other areas will improve in concert.

Rich Berkowitz: Well, how much can that project actually improve that intersection? There's no land what are you going to add, one or two lanes to take up to make an F to an F minus, an F plus, and what can you do? And I like this project, but what do you do about that intersection to bring it out of an F?

Alana Moran: Which is why the DOT is looking at it, its like you said its at capacity its beyond capacity, what are you going to do any incremental change is just an incremental change and you don't feel it when you're the person driving through which is why I think they are looking at it from such a bigger perspective and not just that intersection but kind of expanding out on it so that they can do things that feed into it as well.

Rich Berkowitz: And when there is an accident on the Northway

Alana Moran: Yea they are looking at all sorts of stuff

Rich Berkowitz: When a truck overturns making that turn when that asphalt truck went over

Mike Ziobrowski: Doesn't it make sense that this project with as far as the roadways go, comes in concert with the State Review of 9 and 146 so you're both working together, I mean so like when you're looking at your traffic study its from your state's perspective as well as this projects perspective.

Chuck Pafundi: My name is Chuck Pafundi I'm with Luizzi Companies, and I just wanted to talk to touch on exactly that Mike is, right now it's a coordinated effort on what I would call like a macro planning of that area, there's improvement that needs to be made down the corridor that well exceeds anything a development can absorb. I mean right now in the latest news article with I think its Brian Vigilanni or DOT their spokesman, you know media rep they estimated from Creighton Manning that it could be up wards of a 12-million-dollar improvement. The great thing about this project to DOT as well is if we work in concert with each other right we can create synergy in the design and we're ultimately also removing an intersection that would be part of the proposal with Creighton Manning so there is a cost benefit as well one less intersection could free up upwards of a million dollars so you know ball park they will be looking from the off ramps down to our study area and they wouldn't be asking us to provide crossing data and stuff if it didn't benefit them so that shaving cost off as well so I think moving forward if we stay in connection with them kind of work through it as a team, you know it could provide a greater outcome for that area and secondly its not just this project of why its being looked at like DOT said there's growth with Global Foundry's that's coming up

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that you know there's about to be a lot of development on Route 9 and 146 to take on 3,000 jobs and a lot of people moving into the area so

Mike Ziobrowski: We hope

Chuck Pafundi: Yea we hope so you know I think at the end of the day, I think this is strategic to that as well you know that they are starting to dig into it.

Mike Ziobrowski: Okay

Marcel Nadeau: Don Question, our engineers are they in these meetings with DOT and this project?

Don Roberts: MJ has been reviewing it all along here, we are going to refer this to them again

Marcel Nadeau: But are they involved with the same meetings that

Tom Werner: I think the Town needs to have representation, this is too big of a deal for the Town it should be represented at these meetings.

Paul Marlow: Yup, Rich and I have been on the conversations

Tom Werner: Excuse me?

Paul Marlow: Rich and I have been on those calls with DOT

Tom Werner: Well, they actually have face to face meetings, don't you?

Alana Moran: Well yea,

Jason Dell: They are on a Teams call, so a Zoom meeting

Tom Werner: Okay, alright thank you

Alana Moran: Everything we do with DOT we're making sure we include Paul and Rich because absolutely like you said this is very, very important for the Town, and for all

Tom Werner: And likewise, Clifton Park?

Alana Moran: Not at this juncture

Tom Werner: I mean your right there at the line, the back ups from 9 and 146 east bound go well past the Clifton Country Mall, so the two Towns really need to be

Alana Moran: It's an existing thing so it's a bit beyond the scope of this particular project but we are certainly going to provide everything we can.

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Lyn Murphy: Two Supervisors are communicating, they are communicating with DOT, but this project is not going to be responsible for bringing Clifton Park and Moe Road up to snuff

Tom Werner: I understand that, but I think this project, its great project but its going to contribute a lot of traffic to that area, I mean you've got exit 9 and it's a destination there is going to be traffic from that. I question your of only 20 percent of your traffic that's generated to and from the west on 146 and you have over 300 and some odd apartment buildings?

Chuck Pafundi: 328 units

Tom Werner: You're showing I know your using the IT directory, a little over a 100 in the peak hour from 300 apartment buildings, aren't they working? I mean that doesn't sound logical.

Tom Werner: Everybody works from home now.

Tom Werner: You could have two computers from each apartment.

Alana Moran: And that's part of it, we are using the most recent ITE data, we have to use what's industry standard and what available for us to use and when you are working in a multi family development the rates are lower, there are fewer people in the apartment and when people are going to work its not necessarily going to be a 9 to 5 type of job, it could be somebody who is going from three in the afternoon to eight so there is all of that stuff so like you said

Tom Werner: So, IT has updated their, based on the Covid they've updated their figures and generation tables?

Alana Moran: The most recent version is from September of 2019

Tom Werner: Pre Covid

Alana Moran: September of 2021 excuse me, is the most recent version of the ITE manual, it does not include data from Covid, so it is representative data pre Covid, prior to people working from home, prior to kind of a hybrid workplace that we are all kind of in. So, I would consider those trip generation numbers to be conservative with regards to the way that people are living and moving around the community these days.

Rich Berkowitz: Does this take into account the number of restaurants and retail?

Alana Moran: Yup it includes all of that, trip generation for all of it.

Rich Berkowitz: The peak p.m. hours are going to include restaurants and retail.

Alana Moran: Exactly

Rich Berkowitz: And there is over 1000 spots there, parking spots.

Alana Moran: Yea, there is plenty of parking.

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Rich Berkowitz: You're talking a couple thousand cars going in and out of there

Alana Moran: I mean yes and no right, because it's not that everybody is going in and out all at the same time, which is what we mean by that.

Rich Berkowitz: I understand that but Im talking all day long you're talking maybe two to three thousand cars going in and out of there. On a Saturday or a Friday, and Saturday seems to be a pretty busy time in that corridor, and I don't know if you studied Saturday afternoon

Alana Moran: Saturday is generally busy, we didn't again because this is residential driven. This site itself is going to peak associated with the residential traffic which is why we are going to look at the residential peaks a.m. and p.m.

Rich Berkowitz: But how many restaurants are you going to have in there, what is the capacity of each restaurant?

Chuck Pafundi: Its s like two or three and some of them

Rich Berkowitz: That's all its going to be is two or three restaurants?

Chuck Pafundi: Yea, yup there is a restaurant location that is going to be like a bull pen restaurant single kitchen split, shared cost and also like Im guessing like a wine bar or something that's more like boutique

Rich Berkowitz: No major, like no large restaurant?

Chuck Pafundi: We are not looking at chains, no, local eateries

Rich Berkowitz: Well privately owned restaurants can be busy, probably busier than chains

Chuck Pafundi: Yea like the biggest restaurant is the dual restaurant which is like a 7,000 sq ft. footprint which on splitting in half 3,000 sq ft., 3,500 is predominately a small restaurant.

Rich Berkowitz: It is, I agree with that.

Chuck Pafundi: I just wanted to speak to like these bigger projects, its going to take multiple like, call it phases of financing, build out the residential component, your mixing in a little bit of detail and stuff with our proformas to even out the cash flow of things to make it all work, but this isn't like a project that's just going to boom all of the sudden, it happens 2 years from now and you've got an influx of traffic. You know the apartments rent up a little quicker, the lease out on retail takes a while, right so like you know if I were to say even looking at traffic volumes and phase out and trying to tie into a greater design and procurement and stuff with the DOT project, you know this project at full build out could take 5 years, you know.

Rich Berkowitz: But there are other projects in the area are they going to take 5 years also that is going to contribute to traffic in that area.

Chuck Pafundi: Correct and that's why I think DOT is looking at that general site, but I guess what I wanted to just elude to is like I think the timing of this even though DOT is in its infancy, you know we're at our point of infancy as well and try to move through the design working together I think they should time out, you know adequately on when things would be procured, constructed and moved into place here with all of the retail and stuff but its going to take some time to lease out that retail, build it out etc.

Tom Werner: You have a similar facility that's open now on Green Island is that correct?

Chuck Pafundi: That's correct

Tom Werner: Is there any lessons to be learned from there as far as traffic generation and have you looked at that, is there some similarities that you can learn from?

Chuck Pafundi: Yea, similarities is you know when it comes to I think we have very adequate parking here, one of the things that we learned as a lessons learned at Starbuck was we had to really be, keep a mind on the amount of parking we had for our commercial building and making sure that our tenants had different hours of operation to kind of spread the mix of traffic flow that came in, so we had a coffee shop coupled with a restaurant, coffee shops lease was written so it shut down when the restaurant opened, that way they kind of replaced the traffic that they take up and a lot of the other businesses have resided in those shops and retail portions of the building, may only have been 9 to 5 so that the restaurant could take up more space and I think we will see a very similar outlook down here, we have much more adequate parking than we did at Starbuck Island but I think at the end of the day we'll always take into account when we write our leases that we're not hindering another tenants business model with somebody else that we're moving in. We take that in mind when it comes to our tenant acquisition.

Don Roberts: Anyone else? Okay, I think we will refer this to MJ for review of what we just saw tonight, alright, okay and we'll come back to you.

Chuck Pafundi: Thank you.

Mike Ziobrowski: Without the 200 pages of information can we just get the quick synopsis of each intersection of before and after the grading just to simplify it if we could see that.

Paul Marlow: Yea if you could forward us like a findings, yea a findings summary we can forward it.

Jason Dell: To that note as far as the MJ review, we did provide back a written comment response to their last comment letter as well as the conceptual storm water, the utility planning, so that all has been submitted and so that review, just letting you know that's all back end so its certainly here ready for review.

Don Roberts: Okay then we will get back to you alright, thank you.

Jason Dell: Excellent, thank you.

One Four Six Marketplace PDD– PDD Recommendation

TABLED. Board received an update on the proposed mixed-use Planned Development District pending further engineering review.

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Don Roberts: thank you. Anyone else? Okay everyone knows this is our last meeting of the year alright so, our member John Higgins term is up at the end of this year and when the new year comes he will not be joining us so on behalf of the Planning Board John I want to take this time to thank you for your dedication, commitment and service toward the Planning Board and wish you all the best in the future.

John Higgins: Well, thank you Don and I've enjoyed my time here and I hopefully the Planning Board will proceed without me.

Don Roberts: We'll find a way, thank you very much

Mike Ziobrowski: I make a motion to adjourn the meeting

John Higgins: Ill second it.

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried, thank you goodnight, Merry Christmas, Happy New Year see you next year.