

7/27/20

**MINUTES MEETING
Town of Halfmoon Planning Board
July 27, 2020**

Those present at the July 27, 2020 Planning Board meeting were:

Planning Board Members:

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

Planning Board Alternates:

Charlie Lucia-absent
Brendan Nielsen

Coordinator- Building, Planning and Development:

Richard Harris

Senior Planner / Stormwater Management Technician:

Paul Marlow

Town Attorney:

Lyn Murphy

Deputy Town Attorney:

Cathy Drobny

Town Board Liaison:

John Wasielewski
Jeremy Connors

Town Engineer:

Joe Romano
Joel Bianchi

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

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

Rich Berkowitz: I make a motion to approve.

7/27/20

Mike Ziobrowski: Ill second

Don Roberts: All In favor? (All were in favor) Opposed? (None were opposed) Motion Carried. John Higgins you have to recuse yourself

John Higgins: I recuse myself

3 Halfmoon Crossing Blvd Project. – Site Plan

APPROVED. Board received a presentation on a revised plan to construct a specialty grocery store and approved the application contingent on addressing outstanding comments of the Town engineer.

Old Business:

20.043 3 Halfmoon Crossing Blvd. Project, 3 Halfmoon Crossing Blvd. – Site Plan

Don Roberts: You can take your mask off if you would like.

Paul Goldman: Im doing fine with it, my name is Paul Goldman for the applicant and Todd Fischer wanted to say something to the Board.

Todd Fischer: I'm Todd Fischer with Equinox Companies and I just wanted to personally thank the Board each and every one of you for working with us and in particular Joe, thank you for getting everything out in time so we could answer it and we hope we really have a great project here for the Town of Halfmoon. Thank you.

Don Roberts: Thank you Todd.

Paul Goldman: I will turn it over to Chris Boyea and see if you have any questions for the Board members, I think we've addressed all of the comment letters from CHA.

Don Roberts; Okay.

Chris Boyea: Good evening, for the record Im Chris Boyea from Boehler Engineering. Based on our meeting a couple of weeks ago, I think all of the items had been addressed from a site plan standpoint, we did receive just this week or the end of last week a new letter from CHA but it was boiled down to just about three or four items none of which we can't work through with those with CHA. Leaving the meeting last time the only homework that I was provided was to please go and get some additional numbers on some parking that was out there and we all agreed that the parking seemed adequate, like here there was a lot of parking but just to actually look at the rest of the examples that were around, so we were able to do that and we will start right here in Halfmoon. The Aldi across the street is 18,400 sq. ft. of building area and they have 75 parking spaces which we discussed was tight , they are very busy and that they could benefit from us more parking that was there. But the facts are 18,400 sq. ft. 75 parking spaces. We also went down to Albany , they have a very large Fresh Market that is down there it is in Colonie Center so it's an old sears space that they took over , over 25,000 sq. ft. and they're , Whole Foods Im sorry Whole Foods , we looked at a couple and they're utilizing 111 spaces so we actually physically counted the parked cars that were out in that area so they are utilizing 111 parking spaces for that facility, arguably you could say that's the busiest intersection north of the Tapanzee Bridge between Wolf Road and Central right there, so the volume and scale and size of the store demographics 111 cars at that location and then just to bring it back to ours

7/27/20

we are 12,500 sq. ft. and we've provided 121 parking spaces. So it just kind of goes to what we had initially thought which is this looks adequate, this should be adequate again we've got that number from just random air but because that would be our peak hour trip of absolutely the top time based in international standards. So with that I would just like to turn it back over, if there is any other questions or comments I would be happy to answer them.

Don Roberts: Now for the buffering between your project and the residential apartments you're going to beef that up a bit right?

Chris Boyea: Yes that's correct in fact the exhibit that's up on the screen right now shows the additional trees its right underneath the north arrow there you'll see some additional landscaping right there that's been added in that area as well around the back of the dumpster. There was already some arborvitaes that were proposed there but we are proposing some additional trees along that area as well

Don Roberts: Speaking of the dumpsters is there any way you can move the dumpster away from the residential area here or no?

Chris Boyea: Well actually it's a funny thing that you mention it, their dumpster is in that corner so we are matching it.

Don Roberts: Well I guess that takes care of it then right.

Chris Boyea: So that's why it's chosen there we're matching the dumpster.

Don Roberts: Then we will just see whose stinks more that's all, okay anybody else have any comments? Joe your satisfied?

Joe Romano: We still have some technical comments on the SWWWP none of which is going to change the layout or anything the Board needs to worry about so I would recommend a conditional approval on our final sign off.

Don Roberts: Okay, also so I spoke to my buddy Todd we have known each other for years and I want to let you guys know this is a Halfmoon Planning Board I don't know who your tenant is we have an idea, any advertisement should be Town of Halfmoon, just because they have a different zip code, Town of Halfmoon alright because if not they are going to hear from us. Yes Todd, alright thank you.

Todd Fischer: No problem.

Don Roberts: Anyone else?

Rich Berkowitz: I make a negative declaration to SEQR

Marcel Nadeau: Ill second.

Don Roberts: Now again a negative declaration was applied for the entire project, we are just confirming with this we are confirming with this, Okay all in favor of a negative dec?(all were in favor) Opposed? (None were opposed) Motion Carried.

7/27/20

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

Marcel Nadeau: I second

Don Roberts: All in favor? (All were in favor) Opposed? (None were opposed) Motion carried, congratulations and welcome and good luck.

Rich Berkowitz: Aren't we supposed to have conditions?

Don Roberts: On Clough Harbor alright.

3 Halfmoon Crossing Blvd Project. – Site Plan

APPROVED. Board received a presentation on a revised plan to construct a specialty grocery store and approved the application contingent on addressing outstanding comments of the Town engineer.

New Business:

20.075 Mitsubishi Motors Sign, 1658 Rt. 9 – Sign

Carly Clark: My name is Carly Clark Im representing A.J. Signs here for Tony Mangino at 1658 US 9. Mitsubishi Motors proposes to replace the existing sign at 1658 route 9 with a new sign in the same exact location we will replacing the sign like I said. The sign will be a monolith pylon made of 4 millimeter aluminum composite panels with and internally lit logo and letters measure 51"x54" the overall height will be 15 foot 8, copy to read Mitsubishi Motors in red letters and a red logo and the sign backing will be black.

Don Roberts: Okay Carly with your use and where you are and the location of the business we would rather see a 12 foot sign than a 15 foot sign is that a problem?

Carly Clark: A 12 foot sign instead of a 15 foot sign?

Don Roberts: 12 foot in height yes.

Carly Clark: Okay I don't see why not.

Don Roberts: Okay anyone else?

John Higgins: "This portion of tape is inaudible."

Don Roberts: Im not sure she can hear you, the question was, and the 12 foot is from the existing elevation right Carly?

Carly Clark: Can you say that one more time I'm sorry?

Don Roberts: Yes, the 12 foot measurement is going to be from the existing elevation?

Carly Clark: Okay.

7/27/20

Richard Harris: The question is are you going to build up the earth to get a higher sign than 12 foot, they are asking that you keep it level

Don Roberts: And not build it up.

Carly Clark: Oh yes we will keep it level

Don Roberts: Okay anyone else?

Tom Koval: I'll make a motion to approve the new sign at a maximum height of 12 foot above the existing elevation.

Mike Ziobrowski: Ill second.

Don Roberts: All in favor? (All were in favor) Opposed? (None were opposed) Motion carried, you're all set thank you.

Carly Clark: Thank you.

Mitsubishi Motors Sign – Sign

APPROVED. Board received a presentation for a new free-standing/monument sign for Mitsubishi Motors and approved the sign with a condition that it be no greater than 12-feet in height measured from the existing elevation.

20.074 Synergy Park Phase 1 Lot Line Adjustment (Re-Approval), Rt. 9-Minor Subdivision.

Duane Rabideau: Duane Rabideau from VanGuilder and Associates here tonight before the Board for re-approval of this lot line adjustment that was before the Board and initially approved back in March of last year. Basically just a quick review of the project the lot line adjustment is the Synergy Park drive used to go here, lot 6 used to be over here, or down here. What was approved was to move Synergy Park Drive from here to come out on route 9 right here, Stewarts is right here and basically the new lot 6 is right here. The Board did approve it, it also had to be approved by the Town of Clifton Park they did sign off on it, they had to look at the storm water management, and they did approve it. Basically we're here tonight because we were not able to file the approved maps that were signed by the Town of Halfmoon and the Town of Clifton Park within the 62 days at the County Clerks, nothing has changed.

Don Roberts: Thank you Duane, questions by the Board?

Mike Ziobrowski: I would like to make a motion to set a public hearing for August 10th.

Tom Koval: Ill second it.

Don Roberts: All in favor? (All were in favor) Opposed? (None were opposed) Motion carried, see you August 10th.

Duane Rabideau: Okay, thank you.

***Synergy Park Phase 1 Lot Line Adjustment (Re-Approval), – Minor Subdivision
PUBLIC HEARING SET. Board received a presentation and set a Public Hearing for August 10, 2020 on
the proposed lot-line adjustment for the Synergy Park development project.***

20.072 Beadle Subdivision, 187 Woodin Road – Minor Subdivision

Duane Rabideau: Duane Rabideau from VanGuilder and Associates here tonight representing Rodney Beadle before the Board for a proposed two lot subdivision. The parcel is located at 187 Woodin Road it's on the east side of Woodin road, that's Colonial Drive that goes into Colonial Green, basically the proposal is to subdivide the parcel which is 1.78 acres into two lots, the first lot A would be this parcel right here that's about 27,000 sq. ft. lot B is this parcel right here and that's 1.15 acres. The houses will have proposed water and sewer, public water and sewer. The entire lot initially was one residential lot apparently the house burned down, it did have public water at that point in time but we planned to tie into the public sewer up there run it down the road, we have permission from the sewer company and Colonial Green for us to tie into it and that is our proposal before the Board.

Don Roberts: Okay, questions by the Board?

Rich Berkowitz: I make a motion to set a public hearing on August 24th

Mike Ziobrowski: Ill second

Don Roberts: All in favor? (All were in favor) Opposed? (None were opposed) Motion carried, it will be the 24th on that one Duane.

Duane Rabideau: Okay thank you.

***Beadle Subdivision– Minor Subdivision
PUBLIC HEARING SET. Board received a presentation and set a Public Hearing for August 24, 2020 on the
proposed two-lot subdivision on Woodin Road.***

20.079 Rousseau Subdivision, 74 Rt. 236 – Minor Subdivision

Steve Rousseau: Good evening how are you my name is Steve Rousseau my wife's name is Susan, we reside at 74 Route 236 we also own 76 Route 236 and my proposal would be to cut off one more chunk of land there , we met the criteria of route 236 as well as the set- backs for the proposed lot, I plan on putting a 2900 sq. ft. three bedroom home there facing 236 , garage would enter from the side , which gives us all the setbacks required for that size lot, that's pretty much all I have.

Don Roberts: That's good enough, questions by the Board?

Rich Berkowitz: I make a motion to set a public hearing on August 24th

Marcel Nadeau: Ill second that

Don Roberts: All in favor? (All were in favor) Opposed? (None were opposed) Motion carried, see you August 24th, see you then, and take card.

Rousseau Subdivision – Minor Subdivision

PUBLIC HEARING SET. Board received a presentation and set a Public Hearing for August 24, 2020 on the proposed two-lot subdivision and lot line adjustment on Route 236.

20.078 Warehouse Distribution Facility, 4 Liebich Ln- Site Plan & Change of Use/ Tenant

Gavin Vuillaume: Good evening everyone, Gavin Vuillaume with Environmental Design, I'm here virtually with Greg Seffert and Kevin Watts who are from Geis Companies and Geis Company is the company that built the original project back in 2011. It's been a very successful project over the years as everyone knows it was occupied by a medical warehouse distributions company they were there for approximately 8 years or so and just more recently relocated to somewhere else and currently the building is vacant. So the applicant in this case is really just looking to make some changes to the site, there would be no changes really to the building, there is no additional square footage necessary they are just looking for a parking lot expansion and a change of tenant, so with that change of tenant obviously it's a very similar usage the new usage would be warehouse distribution of retail goods. The site itself remains the same it's an 8.1 acres site we are not changing the properties we are not disturbing the steep hillside, that was a little bit of an issue when we originally built the project but over the years has stabilized and has not been a problem so the areas that we are expanding the parking are originally identified for parking expansion area anyway , so all of the stormwater basins were originally designed for this additional impervious area , you can see the larger I think it is 55 parking space over towards the northwest corner of the site , in back of the building you can also see an area that can be used as an additional service bays , that was the area that was earmarked I believe for any kind of building expansion that was necessary , so rather than a building expansion we are just looking to have some more service doors on that end of the building. The other area that would be disturbed would be a very small parking area that's immediately adjacent to the loading docks that what would be on the northeast corner. It's a very small parking area that parking are along with the other one to the , 55 spaces to the northwest both of those would be constructed out of course pavement to make up for some of the small encroachments that we are making to some of the storm areas you can see underneath one of the storm areas that we are encroaching a little bit on that so to make up with that we're doing course pavement we're also elongating existing storm basins to make up for some of that loss of storage area, we've put together a rather detailed storm water report and forwarded that over to the Town I don't know if that's reached its way to Clough Harbor yet CHA .

Don Roberts: It will be MJ now so.

Gavin Vuillaume: Yea but with that, other than that there is no changes to the utilities other improvements would include landscaping, lighting and some small additional sidewalks. That's it.

Don Roberts: Okay thank you Gavin, also first off we are going to have to refer this to the Clifton park fire department for their review, that being said comments and questions by the Board?

Tom Werner: Yes you mentioned a new loading area on the southeast side, are there going to be new loading docks down there and are there going to be trucks pulling in and out?

Gavin Vuillaume: Yea there will be trucks going in and out they're not the full 4 foot loading docks, those would be at grade.

Tom Werner: How many loading docks are we talking about?

7/27/20

Gavin Vuillaume: I don't have the building plan is Kevin or Greg available?

Kevin Watts: Kevin Watts with Grace Companies is here there is one additional door planned to be popped into the back of the building and it wouldn't be a loading dock it would be a drive in door along the back of the building.

Tom Werner: And you will have a 24/7 operation so you will have trucks all hours of the day?

Kevin Watts: The facility is a 24 hour operation I would say there is trucks all hours of the day they anticipate 140 vehicles over a 24 hour duration.

Tom Werner: You're a residential development there in Rolling Hills, Pinebrook Hills is being built now did you take any measurements to see how far you are away, im concerned about noise in the evening hours we already have the morning trucks backing up with alarms .

Gavin Vuillaume: Yea I can answer that one , I don't believe we are anywhere near the residential area there is a whole another lot behind us so I would have to say it's got to be hundreds of feet before you get to any residential buildings.

Mike Ziobrowski: I mean you've got neighbors at County Waste right next to you and you can hear their back up alarms all night long, I live off of Farm to Market three miles from there, all night long

Marcel: We had trouble with Sysco and they had to correct it.

Mike Ziobrowski: As Tom had mentioned, we are very close to residential areas.

Gavin Vuillaume: Did you get that Kevin they are worried about a backup alarm on the trucks?

Kevin Watts: No they're not using back up alarms they're spinner bands.

John Higgins: Okay also do you think a single entrance and exit on the parking lot is going to be sufficient to allow the number of vehicles exiting and entering that we are looking at now?

Gavin Vuillaume: Well actually there are obviously tow driveways entrances the one for the service area, they have plenty of room there and there is plenty of width for any type of vehicle to enter and exit the service driveway the other driveway would just be for employees so we do have the two driveways.

John Higgins: Im talking about the employee entrance and exit.

Gavin Vuillaume: Yea the employees come at I believe Kevin right, they come at all times throughout the day so it's not like everybody's got to rush in there at the same time.

Kevin Watts: Correct, it's a two shift operation and it's a trickle, they trickle in and trickle out.

John Higgins: Okay and the last question I have is have you looked at the thresholds for the light at the Liebich Lane route 9 , because when we approved this development originally there was a threshold that was established by the County , by DOT for the light down there are we going to be getting close to that threshold?

Gavin Vuillaume: Again we haven't done any studies yet to determine that based on what's there now maybe Rich Harris could you help answer that one.

Richard Harris: No I can't we would have to take a look at that study from I don't know when so we will have to look it up from when the PDD was approved and see if it's within the threshold I don't know off hand.

Gavin Vuillaume: Yea if you could help us research that would be great.

Mike Ziobrowski: Yea I think that with that you're adding additional cars now with this concept now it's different from the original that was proposed you're adding another 69 vehicles in addition so the traffic study needs to be revisited.

Marcel Nadeau: Gavin can you please tell us again how many trip generations that the trucks will make approximately?

Gavin Vuillaume: I believe Kevin had mentioned 140 was it?

Kevin Watts: 140 vans and 20 tractor trailers per 24 hour day.

Don Roberts: Anyone else? Okay as I said we are going to refer this to MJ our Town engineer for review, Joe you heard some of the Boards concerns right also going to refer it to Clifton Park for their review and we will see you in the future.

Gavin Vuillaume: Okay guys

Don Roberts: Rich you got something?

Richard Harris: No I just wanted to discuss change in tenant vs site plan or are you tabling both?

Don Roberts: We are tabling both at this point because we are not going to at this point, well, okay well do you guys want to approve the tenant?

Gavin Villaume: Yea well we would be doing both at the same time we filled out that application

Richard Harris: Okay so you're not planning to get started on operations at all before the site plan is approved and constructed?

Gavin Vuillaume: Well we want to start as soon as possible obviously

Don Roberts: I think we should wait and do it together personally, alright, yea okay so we will see you once we get things settled down here alright?

Gavin Vuillaume: Yea that's fine

Don Roberts: Okay great thank you, take care.

Warehouse Distribution Facility – Site Plan & Change of Use/Tenant

TABLED. Board received a presentation on requests for a new warehouse/distribution tenant and a parking lot expansion at the existing warehouse. The Board tabled the applications to allow for agency and engineering review.

20.076 Hanks Hollow Subdivision, 73 Staniak Road – Major Subdivision (Cluster)

Jason Dell: Good evening, my name is Jason Dell. I'm an Engineer with Lansing Engineering, here on behalf of the applicant Mr. Bruce Tanski for the Hanks Hollow Cluster Subdivision. The project site is located along the north side of Staniak Road. The overall parcel itself straddle's Staniak Road. Its 141 acres with about 93.8 acres on the north side of Staniak with the remaining 47.8 on the south side of Staniak. The property is currently zoned as part of the AR zoning district. So, for the project the applicant would like to do a cluster subdivision of the northern portion. So a cluster provision, or a cluster subdivision of the 93 and change acres as well as just a standard conventional subdivision for 4 additional building lots on the southern portion of the property or the 43 acres south of Staniak. So when we developed the cluster subdivision, the first part of that is to determine a base density and what the property would physically be allowed under the current zoning district, the current AR provisions. So what we looked at that and we did that in actually two steps. The northern GEIS, I believe, had the original conservation subdivision in there, but it identified a calculation based method where you subtract out the constrained land, the steep slopes, and the areas in excess of 15%. So, we did that. We also, in addition to that, we subtracted out an additional 20% of the land to account for the right-of-way additional open space storm water management. So with that left us developable area of about 56.4 acres. So we do 56.4 acres at 20,000 sq. ft. a lot, you come up with 122 lots based on a calculation based formula. So, we took that and then further looked at it per the cluster code to see what we could physically fit, as I mentioned before with a conventional plan, and when we laid the conventional plan back out, Rich, if you could just go back to.....we come in with the two similar entrance points. We wrap around and we were able to feasibly provide for 106 lots, with still provisions for two storm water, two large storm water management areas on the north portion of the property and we stayed off of the steep slopes associated with the creek on the western side. So we took this plan and then looked to cluster it down as per the cluster provisions and the minimum lot sizes and setbacks. So, the minimum lot size prescribed in cluster zoning ordinance is about 10,000 sq. ft. So, we do exceed that we've got 30, 70' wide lots by 175 ft. deep, which gives us about 12,250 sq. ft. minimum or about .28, 8 acre lots and the remaining 76 lots are about 75' wide by 175' deep, which is a little bit larger minimum of about 13,125 sq. ft., or about .3 acres. So the cluster provision, we have the entrance roads at about the same spot, as I said before, in the conservation plan, but this plan provides for about 1,900 ft. less or roadway. So a significant savings for the developer as well as the long term maintenance costs and ownership costs for the Town as these roads are proposed to be dedicated to the Town of Halfmoon. I know one of the big provisions, or one of the big items associated with a cluster plan is providing open space. We do have a substantial amount of open space in and throughout the northern property of the 93 acres, about 52 of those acres will remain undeveloped and as permanent open space. Water will be supplied to the project by a connection to the Halfmoon water system in Staniak. Sanitary sewer will be provided to the project via a connection to the sewer district's trunk main, which is actually on the other side of the railroad tracks, so we will have to work with the railroad as well as Saratoga County to get access through there to connect into the sewer line, but that is proposed. Storm water will be managed in accordance with all State and local requirements. What is not on this plan yet is, as we submitted prior to my meeting with Jason Kemper from the County, but the applicant has agreed on the

cluster provision to provide a parking lot, or parking area in the northwestern corner of the project that will allow for access down to the Zin Smith trail and we are also investigating a second pedestrian in access from the existing subdivision that Bruce had done at Fairway Meadows down to the Zin Smith trail as well. One other item that we discussed briefly at the pre-meeting, but I didn't get a chance to talk about it is, we have commissioned a traffic study. I did get a draft of that today to review, so that will be submitted to the Town. I know on a project like this, to wait until we're into the design to have a Traffic Engineer to come on board, we thought it best to get their recommendations ahead of time. So, in brief discussions with them, we've identified to improve the condition of Staniak Road as well as site distance for both of our proposed entrances is the turn here. This entire area here will be pulled back and the slope actually pulled back as well to improve, not only the site lines for the existing entrances but the site lines on Staniak Road. Additionally, we'll be clearing at least 15' back all the way down the frontage, or at least 500' down the frontage that Bruce owns, right through here, as well as some additional clearing on this side of the road to improve the overall site lines on Staniak Road and we got to draft that study today. I haven't had a chance to really dig into it but that will be submitted in the near future to the Town as well as the Review Engineer to take a look at those proposed improvements that we've already begun to identify for the roadway. So, we're here this evening to answer any questions that you guys have conceptually and look forward to moving the project forward.

Donald Roberts: Thank you, thank you Jason. First of all, this has to be referred to our Town Engineer, MJ Engineering for their review. It's gotta be referred to the fire district, Hillcrest Fire Department, for their review. It has to be referred to Saratoga County Planning Board for their review.

Jason Dell: Correct.

Donald Roberts: That being said. Questions by the Board.

Tom Koval: Jason is there a house that sits on that property it is coming down?

Jason Dell: Yes:

Tom Koval: The Volvo will still probably be parked there for another 20 years or so.

Marcel Nadeau: Jason what about the site, what area do you think traffic will use mostly?

Jason Dell: The discussion that I read prior to here indicating that the majority of traffic will be heading west over to 67 and heading out that way, I believe it identified about 60% of the traffic will be heading in that direction. But it is in that report, again, and I

Marcel Nadeau: What about going to the South part of Town? They'll use Cary Road.

Mike Ziobrowski: Or Usher's.

Tom Koval: Probably Ushers, 67

Jason Dell: Yeah, I don't have the specifics yet like I said I haven't had a chance to really study this but at subsequent meetings we can certainly have the traffic engineer here they could answer all of those detailed questions.

Don Roberts: Just so you guys know in addition to their traffic study we're going to have a traffic study be done as well just so you know alright,

Richard Harris: Depending on what they did in their traffic study we will have to determine if it provides the Board what they want an independent traffic engineer doing a study or conduct a new study? A new study, we've done both, the Towns done both depending on the comfort level of the Town, the engineers comfort level with the traffic study, speaking with Don and the Board

Tom Koval: Probably our own, they could take into consideration the railroad tracks that crossing has been shut down for a long period of time, Ushers right that needs to be addressed in the traffic study, it will all affect emergency vehicles because they're coming from the other direction but; you mentioned that there would be the possibility of restrictions on or deed restrictions on the balance of the land/ open space that it won't be built on in the future.

Jason Dell: Its actually written into the cluster provision it has a whole section about what can and can't be done with the remaining lands within there so that's all spelled out we will just have to work out what the exact details of what goes on those plats but it's very specific in the cluster provision that no further development would happen on this portion, this portion down here we are not proposing the cluster for so that still is a substantial amount of land that could be developed on the south side of Staniak, but we limited the cluster end of things and our calculations and the conventional analysis is to just the north part of it.

Tom Koval: When I first looked at this earlier I didn't like the idea of cluster, but now that I'm looking at it, with the setbacks from Staniak you said you were going to provide more greenspace in the front of the project and overall more greenspace and no cul-de-sac for the highway department to deal with, I do prefer the cluster over the conventional.

Mike Ziobrowski: Yea the lay out of the lot seems to make more feasible sense, you mentioned as the only public benefit being the parking for the Zim Smith trail now would the public have to go through Hanks Hollow Subdivision to get to that parking or is that parking available in some other means without having to drive through the neighborhood?

Jason Dell: They would have to drive through the neighborhood to get up here that is the closest proximity to the trail the trail is actually right here, but as I mentioned what we're currently investigating is another alternative for all of the residents over here to have a direct connection down to the trail. There is the existing stormwater basin for that project right here we are looking at possibly going through there and providing another connection down, Mr. Tanski owns additional property over in this area that we are looking at possibly running a trail down to the Zim Smith but again I met with Jason Last week Wednesday and we just started these discussions but there will be quite a bit more that goes into it, we're getting the survey work done now to see what kind of area we are going to have to work with in order to accommodate not only a parking lot but a reasonably sized parking lot what kind of provisions they are going to want the visitors there's a lot of moving parts there but we just started identifying that.

Tom Koval: Where does stream the creek run to that passes under the road I assume it runs right by there?

Jason Dell: Yea the creek runs right up through here, yup you can see it kind of pop out of the other side of the tracks over there

Tom Koval: Is this road still closed for weight or has that changed it used to have “*this portion of tape is inaudible.*” I’d consider that a construction area “*this portion of tape is inaudible.*”

John Higgins: Are you going to require a mining permit, do you know how much you’ll have to move and relocate?

Jason Dell: A mining permit wouldn’t be required for a site plan or a subdivision and as I mentioned before with this provision here the big knolls that you’re talking about would require significant earth work, we are looking to preserve a good chunk of that as buffers so we will be pulling this slope back away from the road about 40 or 50 feet to improve the site lines but internally we are going to look to balance the site as best as possible.

Tom Koval: So the tree line you’re going to be showing, you’re going to be taking away?

Jason Dell: In the front yes this is an artist’s rendition of it but yes the goal is going to be to have a straight sight line from here to the next entrance point across the eastern entrance and the western entrance we are going to look to have a straight sight line across there.

Tom Koval: So all of this foliage is shown except on perimeter; “*this portion of tape is inaudible.*”

Jason Dell: No we’re going to look to keep as much as possible this scale is kind of deceiving but this , that light green versus the dark green that’s about 50 to 60 feet back so there is still a significant amount of buffer there

Mike Ziobrowski: Would the wooded area in the center of the kidney still exist or no did that get all mowed down?

Jason Dell: Right now for the most part it is more of an open field there are some trees out there but you know this is a significant amount of open space its about 5 acres of open area between there and as we work through the process there could be some additional trees planted in there as a buffer for back yards but we have to identify that as we move forward.

Tom Werner: In making a choice between the conventional and cluster is there a different demographic than the one that would be marketed to?

Jason Dell: Bruce do you have a different demographic your looking for.?

Bruce Tanski: Hello Bruce Tanski Clifton Park, Halfmoon I’m finding that with a lot of homes Im building we are getting grandparents to come in and they don’t want to live next door to their children but they want to live in the same development so we’re thinking with the cluster development we can build a smaller ranch home in the cluster area so the grand parents can walk to the house rather than be next door, so this is an everybody loves Raymond type thing.

Jason Dell: Well right now the existing waterline comes right up Staniak and we’re going to be running a loop line around the project with an internal connection between the two so there will be an 8 inch waterline run throughout this project

John Higgins: The existing waterline is at the corner, are you going to tie in there?

Jason Dell: We'll tie in here as well as here

John Higgins: You're going to put a new line in the road?

Jason Dell: There is an existing waterline out there now

John Higgins: Yea but it ends at that corner.

Jason Dell: But I believe there is another project coming down the pipeline

John Higgins: That brings it to that corner.

Jason Dell: Correct

Tom Koval: They just put hydrants on that road way past the bend.

John Higgins: But Ivan's project is bring the water "*This portion of tape is inaudible.*"

Tom Koval: They already put a water line down that road.

Richard Harris: But not the entire length, they're starting either tomorrow or Wednesday, this week.

Bruce Tanski: The waterline is right there at the corner that's where it ends

Tom Koval: So the one further down the road just past the house that they did last year that's not the one?

Bruce Tanski: No it stops right here, it goes all of the way down through here.

Richard Harris: And it started this week they are bringing it down to Johnson

Bruce Tanski: Right coming down Staniak

Richard Harris: Bruce can you briefly speak, first of all we've briefly had discussions with you about the water district concession agreement and a possible loop in different parts of

Bruce Tanski: Say that again.

Richard Harris: Frank Tironi informed me that he spoke to you, the water district agreement that that would be needed for this project and that you would be proposing possibly a water district move or extension or loop somewhere else in lieu of those fees?

Bruce Tanski: Yea we discussed that and I think there was another situation where he needed it also but I think that was if Ivan didn't run that waterline down Staniak, because if Ivan didn't run the waterline where

7/27/20

that existing hydrant ends down Staniak to tie into marina I was going to do it but then Frank suggested we do something else in a different part of town.

Richard Harris: That just happened.

Bruce Tanski: Right and that's where we left it, thank you.

Marcel Nadeau: Jason what's the distance from the northern property line to the railroad tracks.

Jason Dell: About 150 to 200 feet its actually the County owns the property right between the northern boundary and then I don't recall exactly how wide it is but then the two separate rail lines actually own properties right next to each other

Marcel Nadeau: *"This portion of tape is inaudible,"* The parking lot you're going to put in there will probably be quite busy.

Jason Dell: Yea I've drove the line with Jason last week it's pretty awesome what they did.

Mike Ziobrowski: Is there any other way for the public to get to the parking area besides driving through the neighborhood?

Bruce Tanski: When we met with Jason his big thing was to try and get developments to get to the trail without basically parking on Raylinsky Lane parking in the construction area and sneaking down the trail and sneaking out the back so, so there's really no other way of doing it unless you went to coons crossing but his goal was to take Fairway Meadows and this place to try and get separate entrances down there to help the developments.

Mike Ziobrowski: So if there is another way you would have to go over that railroad tracks to actually get

Bruce Tanski: Or go into Mechanicville.

Mike Ziobrowski: You've got Mechanicville and you've got *"This portion of tape is inaudible."*

Bruce Tanski: Correct, correct.

Mike Ziobrowski: What I'm saying is it's really not a public benefit, it's a benefit to those neighborhoods.

Bruce Tanski: Well no I disagree with you because these are going to be Town roads so people can drive on them and just drive down there and park, I mean they are doing it down on Raylinsky lane and they are parking in the construction and parking right through and those aren't even public roads.

Tom Koval: Once again this isn't a PDD where he needs to have a public benefit.

Mike Ziobrowski: no I'm just trying to make it more....

Bruce Tanski: Believe me that's why I volunteered this to Jason to try and do this because he wants to get more people to the trails through the developments so im trying to work with him as best I can.

7/27/20

Mike Ziobrowski: No, I appreciate that.

Don Roberts: Anyone else? Okay refer to the various agencies and we will get back to you, alright

Jason Dell: Thank you.

Hanks Hollow Subdivision – Major Subdivision (Cluster)

TABLED. Board received a presentation for a 111-lot cluster subdivision on Staniak Road and tabled it to allow for agency and engineering review.

Don Roberts: Can I have a motion to adjourn?

Tom Koval: Made a motion to adjourn the meeting.

Tom Werner: Ill second that.

Don Roberts: All in favor? (All were in favor) Opposed? (None were opposed) Motion carried, thank you, good night.