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**MINUTES MEETING
Town of Halfmoon Planning Board
June 27, 2022**

Those present at the June 27, 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
Chuck Lucia

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(s):

John Wasielewski
Eric Catricala

Town Engineers:

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?

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

Mike Ziobrowski: I second

Marcel Nadeau: I abstain

Don Roberts: All in favor aye? (All in favor) Opposed? (None were opposed) Motion carried, Marcel abstains he was not here, thank you Marcel. Just a reminder I'll do it again at the end of the night, our next meeting is going to be Monday July 25th, there is no meeting in 2 weeks okay this summer break you might say so the next meeting is Monday July 25th.

Public Hearing(s):

22.091 Marchand Subdivision, 91 Devitt Road- Minor Subdivision

Chris Marchand: Good evening everyone my name is Chris Marchand and I am here tonight with a minor subdivision application, I was here two weeks ago and tonight is the public hearing my wife and I are looking to build our single family home on a piece that will be subdivided from a parcel currently owned by my parents, so it's their parcel is currently 117 acres and highlighted in yellow there is the roughly 12 and half acre piece that we'll be subdividing and creating a new single family building lot. Also highlighted there is the existing driveway access that my parents used to access their house it is a currently a right of way from Devitt Road through Lands of Jeremy and Crystal Roberts to the property line so also part of this application is the subdivision and consolidation of that 65 foot right of way that will now be joined with the larger over all piece. So pretty simple application, I know tonight's a public hearing and I do see some of my neighbors here so just wanted to emphasize that nothing is really going to change, the driveway is going to be the same, very, very minor impact to any neighbors whatsoever, so that's it any questions?

Don Roberts: Thank you, at this time we will open the public hearing and is there anyone in the audience that would like to speak please come up and say your name and address and any comment that you might have? (No comments) is there anyone online that would like to speak? (No comments)

Richard Harris: If there is anyone online that would wish to speak, please unmute your microphone and speak up at this time.

Don Roberts: Okay, it seems that no one wishes to speak us will close the public hearing, comments by the Board members?

Rich Berkowitz: I make a motion to have a neg dec

John Higgins: Hold on I've got a question, the 65-foot access is that being subdivided also so your sharing it or are you just going to also use the easement as a co-easement?

Chris Marchand: So, the proposed property lines I believe splits that 65 feet, so a portion of it will be , so John the, the new property line will be half of the 65 foot so it's still gonna be the driveway, it isn't going to change , the pavement is not going to get any wider

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John Higgins: I understand that but if it's a shared easement then Lyn may have to review the verbiage on the easement, because the easement I assume originally was granted to your parents and now you're going to be utilizing it also

Richard Harris: John if I can interrupt, if you can look at the screen right now the top 35 foot is going to ill call him Chris senior, see it right here, this is coming from the Roberts, 35 foot, it's a flag lot, driveway access that's going to be part of the larger plot.

Tom Koval: It's no longer an easement.

Richard Harris: No longer an easement and then the other 35 foot is going to Chris's subdivided 12 acres piece, no easement.

Tom Koval: What used to be an easement is now part of the subdivision

John Higgins: Okay that answers my question, thank you

Don Roberts: Anyone else?

Rich Berkowitz: I make a motion to have a neg dec on SEQR

Tom Koval: Ill second

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

Rich Berkowitz: I make a motion to approve the minor subdivision

Tom Koval: Ill second

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

Chris Marchand: Thank you very much, appreciate it.

Marchand Subdivision – Minor Subdivision

APPROVED. Board held a Public Hearing and approved a two-lot subdivision at 91 Devitt Road.

22.090 Grande Duplex, 116 Lower Newtown Road – Special Use Permit

Anthony Grande: Good evening, everyone, my name's Anthony Grande, I live on Lower Newtown Road, 106 Lower Newtown Road. We're looking to build a duplex, two houses up from there for my daughter. Its approximately 2 acres of property. 3000 sq. ft. duplex

Don Roberts: That's right?

Anthony Grande: That's it.

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Don Roberts: At this time, we will open the public hearing at this time would anyone from the public wish to speak? (No comments) Would anyone online wish to speak? Would anyone online wish to speak?

Richard Harris: If there is anyone online that wants to speak on this proposal, please speak up now.

Don Roberts: Since no one wishes to speak we will close the public hearing, comments by the Board members?

Tom Koval: I'll make a motion to approve the special use permit.

Rich Berkowitz: Ill second

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

Anthony Grande: Thank you.

Grande Duplex— Special Use Permit

APPROVED. Board held a Public Hearing and approved a proposed duplex at 116 Lower Newtown Road.

New Business:

22.100 Hidalgo Tacos and Produce, 1505 Rt. 9- Change of Use/Tenant

Hyman Martinez: Hidalgo Tacos is a place I want to do make some Tacos, its going to be food, takeout. The space is a little small, but I like to make the food to take out.

Don Roberts: No eat in?

Hyman Martinez: No eating in there.

Don Roberts: Are you going to have tables, or countertop or something?

Hyman Martinez: No because it's too small, no Sir, I would like to have in the front, there is a 1000 sq. ft.

Don Roberts: Okay , just a suggestion, past experience people have tried just take out and it didnt go well you may want to consider if there is enough room just a few tables or a counter or something that is just a suggestion.

Cameron Quinin: My name is Cameron Quinlan real estate broker for

Don Roberts: You know what I mean, I hope?

Cameron Quinlan: excuse me?

Don Roberts: You know what I mean?

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Cameron Quinlan: Yea, yea absolutely so what we discussed is we are going to have a couple of tables its not going to be any permanent seating or any thing like that but there are going to be small areas where if you want to sit down and have a bite to eat you can. It's not going to be just a takeout but it's also not going to be a sit-down restaurant

Don Roberts: No, but it's just it's probably a good idea, he might be selling himself short

Tom Koval: Put down a couple of tables for us so we have it on record.

Cameron Quinlan: 3 ro4 tables maybe, maybe 2 person tables like a high-top thing.

Tom Koval: 4 Tables, seating 3

Cameron Quinlan: Sure

Rich Berkowitz: Do you want anything outside because your neighbor is going to have some outdoor seating?

Cameron Quinlan: If the landlord will allow it absolutely

Rich Berkowitz: But what you would have to do is talk to the brewery because they are going to be putting up bollards if you do that at the same time it might save you some money.

Cameron Quinlan: Sure, absolutely we will get in touch with them

Don Roberts: We are just trying to help you out that's all, you know because we've seen in the past people have done just takeout and its just it doesn't go well.

Cameron Quinlan: I'll be sitting down.

Don Roberts: Any other comments? Oh, and if you want a sign, is there a sign application? No there is no sign, if you want a sign you will have to come back for a sign also.

Cameron Quinlan: Would it be beneficial to get it all don't at the same time

Tom Koval: So, I'll make a motion for a change of tenant with the including 4 tables seating for 8, and 3 tables out front with the understanding that there would be bollards protecting people out front

Rich Berkowitz: Ill second

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

Don Roberts: We have to get the owners authorization on that don't we?

Richard Harris: I just, you know Tracey, she was here yea I would talk to her about that

Don Roberts: So, make it contingent on that

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Richard Harris: Yea because he is going to be putting in

Cameron Quinlan: Are you saying for the outside seating?

Richard Harris: Yea, he is putting some bollards in I think spaced 4 feet apart

Cameron Quinlan: So, no one jumps the curb?

Richard Harris: Yea, yea we've kind of made that a condition here.

Don Roberts: So, it will be contingent on getting approval from the owner, so do I have a motion and a second?

Rich Berkowitz: I second

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

Cameron Quinlan: Thank you.

Don Roberts: When you advertise, Sir when you advertise you're in the Town of Halfmoon alright, for advertisement purposes. Thank you.

Hidalgo Tacos and Produce – Change of Use/Tenant

APPROVED. Board approved the request for a Mexican restaurant to operate at 1505 Route 9 with conditions related to outside seating and bollard installation.

22.092

Other One Brewing Company Sidewalk Seating, 1505 Rt. 9 – Change of Use/Tenant

Randy Lewis: Good evening, everybody, Im Randy Lewis, The Other One Brewing Company, and just looking to put some sidewalk seating out in front of our building. Its suite 3 1505 Glennpeter Plaza. I believe you have the sketch and there looks like there is plenty of room, tables are kind of small, just looking for three. They will come in at night obviously, we will take them in during the winter nobody will sit out there anyway so, that's pretty much it.

Don Roberts: Comments by the Board?

Rich Berkowitz: Are you putting the bollards in or is the landlord?

Randy Lewis: We'll put them in

Rich Berkowitz: You're going to put them all in?

Randy Lewis: We will put them in, I'd like to put barriers if possible because then if I assume I'll have to do this again next year so if I do, I can take those out, bollards you can't pretty much.

Tom Koval: Well, your approval is not going to be year to year, we give you an approval.

Randy Lewis: Perfect, okay

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Tom Koval: We have done some seasonals to see how it works out, but you have a lot of space here, I personally don't feel that's necessary.

Randy Lewis: Then we'll put bollards in.

Tom Koval: Bollards are obviously stronger than barriers, more aesthetically pleasing, so

Randy Lewis: Im fine with that.

Richard Harris: Yea and it also doesn't impede the sidewalk any further, if you put up the Jersey barrier type things they can be, depending on the size they can be wide and that's why I was glad you drew this out because, and then I visited it , someone must have marked about how wide that sidewalk is and I guess you just don't realize it no matter how many time your there so, you have good space left over after you've got minimum four feet through there so you start putting in a barrier you know who knows what happens to them.

Randy Lewis: I agree

Don Roberts: Anyone else wish to comment?

Tom Koval: I'll make a motion to approve the change of use

Marcel Nadeau: Ill second it.

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

Randy Lewis: Thank you so much.

Don Roberts: You're welcome.

Other One Brewing Company Sidewalk Seating – Change of Use/Tenant

APPROVED. Board approved the request for outside seating for the existing brewery at 1505 Route 9.

22.095 King PDD Lot Line Adjustment, 3 & 5 Halfmoon Crossing Blvd – Minor Subdivision

Todd Fischer: Good evening everybody, ladies, gentlemen, contrary to popular belief Im not retiring, Im here tonight, my name is Todd Fischer Im here tonight for Equinox Companies, basically we had a situation where in trying to get the subdivision of this original property done on behalf of Trader Joes, and building Trader Joe's we inadvertently built the dumpster area a little bit over on the other lot lines so basically what we want to do with these properties less than an arms- length transaction and we want to move 72 feet of property from number 5 halfmoon Crossing to number 3. As you all know a lot line is nothing but an imaginary line and this isn't going to affect any other properties, so I think we're asking for a public hearing tonight?

Don Roberts: Yup, comments by the Board, again if we have this public hearing its going to be Monday July 25th

Rich Berkowitz: I'll make a motion to have a public hearing July 25th

Mike Ziobrowski: Ill second

Don Roberts: All in favor aye? (All in favor) Opposed? (None were opposed) Motion carried, see you the 25th.

Todd Fischer: Thank you.

King PDD Lot Line Adjustment – Minor Subdivision

PUBLIC HEARING SET. Board set a Public Hearing for July 25, 2002 for a proposed lot-line adjustment.

22.053 Park Place on the Peninsula, 2 Towpath Rd – Site Plan

John Montagne: Good evening, Im John Montagne with GPI, this is to formalize the site plan modification that we were before you with the PDD modification, there is just two things we're going to talk about tonight, one is the addition of the ¾ acre park, and the other is to identify that there is a modification we're looking to do between the stage 2 and stage 3 construction. This is a list of the amenities that we already previously discussed with the Board this is what's going to go in the park, its going to have 6 parking spots, internal walkway system, there will be a small park identification sign at the entrance, there is a seating area with 4 picnic tables and two pedestal mounted charcoal grills will be there, there is a small pergola structure in that area for shade, and then down at the river there is a removable fishing pier with pathway lighting and such. So, this just shows on the northeast edge of the property is where the 3-acre park is. Next slide shows what the , this is the layout of the park and if you go to the next one the vegetation is turned off so you can actually see everything, you can see the little seating area, the parking area up by where the County pump station will be. And this is what the current condition is and then a rendered condition on the next slide.

Richard Harris: Can I just ask John so is the property line approximately right here?

John Montagne: It's in the woods a little bit further from that yes, it's in the woods a little further.

Richard Harris: We ask just to help the residents to the east try to keep as much of that as possible.

John Montagne: We're not planning on taking any of that, everything that is cleared, that's why I put this up, this is the clearing limits that you see right here right now, so that tree line is along there , yes

Richard Harris: It's just not showing here?

John Montagne: It's just not showing there right.

Richard Harris: Okay thanks.

John Montagne: So, you can see that tree line is still here. From the next thing I wanted to talk about very quickly is the staging. Stage 1 stays exactly the same, the reason I brought this up here is it shows that during Stage 1 the area where the park is going to be, will be cleared there will be some temporary stormwater management in that, if you go to the next slide, the reason we're changing Stage 2 and Stage 3 is really in coordination with National Grid. National Grid bringing a gas lines and the electric service in, they want to come around the north side of the buildings that you see there, they are highlighted for Stage 2, and then there is switch gear at the end of that so what's going to happen is then

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the last buildings will be put at the end of this and then National Grid will extend their power into that and that's the extent.

Don Roberts: Okay, Joel do you see any need to review this? No, okay comments by the Board?

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

Tom Koval: Ill second

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

John Montagne: Thank you very much.

Don Roberts: You're welcome

Park Place on the Peninsula – Site Plan

APPROVED. Board approved the site plan to construct a new public park and amend the project phasing plan.

22.096 1605 Rt. 9 /Lands of Tanski – Site Plan

Pat Geroze: Hi, good evening my name is Pat Geroze I work for VanGuilder and Associates, Im here on behalf of Bruce Tanski regarding the proposal for 1605 Route 9 to convert an existing single-family residence, residential house into a business. The proposed business would be a flooring showroom. The site is within the C-1 Zone, the applicant is requesting two area variances from the Zoning Board of Appeals to make the parcel zoning compliant with the C-1 commercial zone to be able to move forward with the proposed site plan application with the Planning Board. The two area variances requested are for a front yard variance from 50 to 22 and a half feet which is 22 and a half feet which is existing and a lot size variance from 35,000 sq. ft. to 14,619 sq. ft. which is existing as well. Thank you.

Don Roberts: So, you know this has to be denied right?

Pat Rose: Yea

Tom Koval: I make a motion to deny the application.

Marcel Nadeau: Ill second it.

Don Roberts: Everyone denying the application say aye? (All in favor) Opposed? (None were opposed) Motion carried

1605 Rt. 9/Lands of Tanski – Site Plan

DENIED. Board received a presentation and denied a request to convert the existing single-family home into a flooring showroom due to the pre-existing/non-conforming status of the site.

22.094 Dawson Senior Center PDD, Pruyn Hill Rd & Farm to Market Rd – PDD Recommendation

Jason Dell: Good evening, my name is Jason Dell an engineer with Lansing Engineering here on behalf of the applicant for the Dawson Senior Center PDD. Our goal for this evening is to introduce you folks to the project with the hope

being the Board will eventually move this forward with a positive recommendation to the Town Board for the project. So, the site encompasses approximately 23.5 acres. And is located at the corner of Farm to Market Road and Pruyn Hill Road and the parcels are currently zoned as part of the C-1 commercial Zone and if you folks are familiar with the property, this portion of the property is currently vacant. So, this proposal consists of the development of a new PDD that will allow for the development of the senior housing community and Multi Family housing. It is the goal of the applicant to encourage sensible growth and fill a significant need in the community for a desirable senior living facility. So, the proposed project includes the instruction of 17-2-unit Townhouses for a total of 34 Townhomes and a three story 124-unit senior living facility. So, the senior living facility will be a three-story building that has a footprint of approximately 55,800 sq. ft. and a total of approximately 167,400 sq. ft. This building is similar to the existing Falcon Trace Senior Living Facility that the applicant currently operates. This facility will also have the same amenities as the existing Falcon Trace Senior Living Facility. Access into the proposed development will be from a new Town Road that will be constructed connecting Farm to Market Road with Pruyn Hill Road. Access into the senior facility will be from the new Town road that will be constructed and we're also proposing an emergency only access over onto Pruyn Hill Road. We will need two points of access for a project like this in accordance with the fire code. Parking for the facility is based upon the needs at the existing Falcon Trace facility, the applicant currently needs about 120 stalls for what he has now at that facility, so for here what we've got proposed is 176 stalls. So, we are proposing additional stalls for ay visitors and employees for the facility. As we get into the site plan end of things if it advances that far we look to bank some of these stalls but that would be included as part of the detailed design. Water and Sewer would be provided by a connection to Town Water system and the County sewer system and stormwater will be managed in accordance with all State and Local requirements. The applicant is proposing a public benefit for this project in the amount of \$500.00 per unit to go towards the Town of Halfmoon General Fund. So, we are here this evening to answer any questions that you may have in the hopes that it gets referred to MJ for review.

Don Roberts: Okay , first of all this has to be referred to our Town engineer MJ Engineering for review, the fire department for their review, Saratoga County Planning Board for their review, that being said comments by the Board?

Tom Koval: Are we going to do traffic on this?

Don Roberts: Im sure we're gonna

Tom Koval: We're gonna have to

Jason Dell: With regard to traffic if I might just add to that, according to the applicant, weekly they have about 10 residents that utilize the existing Falcon Trace van and 3 to 5 resident that utilize the Town of Halfmoon services, and 15 residents are non – drivers and currently they have no vehicle, so this is a very minor traffic generation with respect to the senior living facility.

Don Roberts: Okay let's let MJ review this, Joel if you feel as though a traffic study is warranted you will let us know right, okay thank you.

Tom Koval: I don't think we can base it on what a different property

Don Roberts: Joel will take care of it.

Tom Koval: Parking is that does it figure in with the numbers, the number of units compared to the number of spaces?

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Jason Dell: Right now, at the existing Falcon Trace there are

Tom Koval: Not Falcon Trace, this property for this amount of units

Jason Dell: If we were looking at two units per, or excuse me one stall per two, excuse me what is it, two stalls per unit it would need 248

Tom Koval: Yet you are only calling for 170 something?

Jason Dell: That's correct because of the existing Falcon Trace Facility only has a utilization right now of 119 stalls.

Tom Koval: This isn't Falcon Trace I just want to put that out there, this has got to be treated as a totally separate project, and we can't keep saying because Falcon Trace does this, it has nothing to do with the numbers.

Rich Berkowitz: Tom historically senior citizen housing they don't have two cars per

Tom Koval: Are we going to set precedence by saying

Rich Berkowitz: No Im just saying that you can compare facilities if the facilities are the same population, age population

Tom Koval: Within reason

Richard Harris: What about a land banked area to consider?

Mike Ziobrowski: I think the difference is here is you have all the Town houses right, so you don't have all the Town houses at Falcon Trace, you have just the

Jason Dell: They have their own parking stalls for the Town houses.

Mike Ziobrowski: Yea so but in that regard though it's a separate property it's not just the senior living you also have Town houses component

Don Roberts: Yea they will take care of it

Richard Harris: Plus, you've got a lot of land to landbank,

Jason Dell: That's correct, we've got significant land to land-bank

Richard Harris: If you develop a need that with lot of other Plazas to get approved with land banked parking and some of them recently, I know on in particular needed them due to popular tenants and they put them in they didn't have to come back to the Board they were already approved, you know the location they just kept dirt over them until they graveled them.

Jason Dell: Yea you can see on the plan behind you the amount of open area, we do meet what's required as part of the GEIS for the 20 % open space, but we could also re-configure thing is to provide the required amount of parking spaces but just keep them as all banked for right now because we know we won't need them.

John Higgins: Don I would like to just see when the engineer does the evaluation just to compare as far as density to some of the other projects in the area.

Don Roberts: Okay Joel you can do that? Okay thank you John

Mike Ziobrowski: My question right now is it's in relationship to PAAR Estates, and it's really simple its demand. I don't know if I think PAAR Estates has been active and for quite some time since we approved it and I don't know how many lots are still available in PAAR Estates, how long has construction been ongoing?

Bruce Tanski: Bruce Tanski, PAAR Estates what has that got to do with this? I don't understand what you're saying

Don Roberts: Bruce just say your name for the record, I know you but say your name please.

Bruce Tanski: Bruce Tanski, Clifton Park

Mike Ziobrowski: Is there a demand for Town Houses off of Pruyn Hill or?

Tom Koval: Tom I have to agree with Bruce on this, this was just like when Crescent Commons came up and the woman complained why would somebody spend the money to build this, what difference does that make on how a contractor spends his money if he wants to build a hundred houses that sit vacant for ever that's his money that's not our, that's not what we're here for.

Bruce Tanski: I just so you know Im not trying to be disrespectful here, we have 22 units sold on top of what people are already living there and I've already got a couple of people that they're showing interest in this, so they are a little bit less than a single-family home and a lot of seniors are buying these living in Florida half the time and staying here the rest. So that's what we are trying to gravitate toward.

Mike Ziobrowski: Okay fair enough, thank you.

Don Roberts: Anyone else like to comment?

Charlie Lucia: Yea mine is a pretty probably incidental compared to some of the things that we're talking about but the senior community that's what I think the goal is or to go with it, would it be possible to maybe think about putting a perimeter walkway or sidewalk in there? Seniors today are a little more active than probably the way my dad was for sure, and I don't mean that disrespectfully it's just that gives them a chance, summer is so short in New York it gives you a chance to get out and walk around.

Bruce Tanski: Everybody over at Falcon Trace walks the parking lots because the parking lots are only half full of cars, so, are we going to build a sidewalk to nowhere? Where is it going to go?

Richard Harris: It looks like you've got one proposed around the large building, right?

Bruce Tanski: Well, there is a sidewalk all around the building.

Jason Dell: And there is also pickle ball courts proposed.

Bruce Tanski: We are proposing 4 Pickle Ball courts also

Don Roberts: Okay anyone else? (No comments) Okay as I said we will refer to the agencies I mentioned before and we'll get back to you, alright.

Jason Dell: Thank you.

Dawson Senior Center PDD – PDD Recommendation

TABLED. Board received a presentation and tabled the application seeking to create a Planned Development District (PDD) for a senior living apartment and townhome development.

22.098 Twin Bridges Eco Park, 411 Route 146 – Pdd Recommendation

Jason Dell: Good evening, my name is Jason Dell an engineer with Lansing Engineering here on behalf of the applicant for the Twin Bridges Eco Park. We're here this evening to introduce this proposed PDD Amendment to this Board. To start the ball rolling towards hopefully an eventual positive recommendation back to the Town Board for the PDD amendment. So, this project site is the former or what's known as the Clemente PDD property which is located along the southern side of Route 146 immediately west of the intersection of Route 146 and Routes 4 & 32. The overall project site consists of three parcels which total about 106.8 acres. The parcels currently zoned as part of the Clemente PDD and is currently operated as a sand and gravel mine and a composting facility. So, we are here this evening and we're requesting a modification of that original PDD to allow for the development of the Twin Bridges Eco Park as the current PDD does not allow for what the applicant is intending to do for the development. So, for the development the applicant seeks to create a state-of-the-art solid waste processing, recyclables, handling and recovering facility along with ancillary uses including collection truck parking, maintenance, and an operations center. So, for this project the applicant is proposing 4 buildings on the site with a total footprint of about 245,000 sq. ft. as well as associated parking and apartments. So, for the project we are looking to phase this project. The first phase of which will include, we start on the northwestern corner a 10,000 sq. ft. building which will be an educational welcome center as well as a maintenance building and operations building for Hughes Energy and immediately south of that is 115,000 sq. ft. building which will be operated by the Hughes Energy Group for the solid waste processing facility. The facility processes waste through rapid steam composting and mechanical processing to produce a marketable fiber. For this building it will be approximately 50 feet tall with a 15-foot stack on top of it. The access doors into this building are situated along the eastern side of the building and for these facilities we are proposing 71 parking stalls which is what is required by the applicant. The representative from Dane Expedan from Hughes Energy is here tonight that can discuss the operations in this building, they can talk about the building itself as well as the negative pressure system that will contain any odors that may be associated with this facility. So, as we move over to the east we have a 30,000 sq. ft. maintenance building, this will be operated by Twin Bridges, you can see in the back here there is fleet parking for Twin Bridges garbage truck fleet as well as drivers and employee parking. We've also got additional garbage truck parking in the rear and employee parking to the front. We are also proposing a covered trailer parking for trailers that would be parked at the facility overnight and immediately in the northeastern corner there is a 90,000 sq ft building that will be proposed at this time and will be operated by a company called UBC which also processes and recycles municipal waste into a plastic pallet type material that is then recycled into things such as recyclable plastic chairs and what not. So, on the site plan you will also see we are planning in-bound and out-bound scales that will be operating for both facilities.

Water and sewer will be provided for this facility by connection to the Town of Halfmoon system as well as the Saratoga County system. Traffic we know will be a concern for a facility along 146 such as this. As part of the original PDD back in the late 2000's a traffic study was done which I identified improvements that would have been necessary once the certain thresholds were met for that project, that study was then updated when we did the Lissmac project and the PDD across the street, and we are currently having that traffic study re-evaluated to have it re-reviewed by DOT because we feel like with a facility like this the applicant is committed to working with DOT to widen 146 in that area and possibly put in a light if DOT will allow it.

Don Roberts: Good because we were going to ask for a traffic study anyway

Jason Dell: That's all well in the works and is being developed right now so we will be submitting that.

Rich Berkowitz: Does that include any future traffic from a possible expansion at Global? There is background traffic coming from Global there.

Jason Dell: We can certainly have them look at that, sure we can certainly talk to them about that. Finally, the applicant has offered the proposed public benefit as a sum of one million dollars minus the GEIS fees for this area as well as \$2.50 per ton to the Town of Halfmoon for the life of the facility as a tipping fee. So, with that I'd like to turn it over to Dane McSpedon from Hughes Energy to give you an explanation of that facility.

Dane McSpedon: Good evening, Dane McSpedon CEO of Hughes Energy. The proprietary process that we own and developed was based and invented in the UK twenty years ago. The auto cleaving which is our vessel is a carbon steel vessel 60 ft. long 10 ft. high. We recycle organic material. You put organic waste whether its source separated or whether its mixed in municipal solid waste it goes into our auto cleave its closed and pressurized and over the course of one hour as the vessel rotates, 3 to 5 rpm's under low temperature and pressure 70 psi, 160 degrees c, all of the organic material which was maybe banana peel or cardboard box is all turned into homogenous fiber, it's a physical property and it will turn into this fiber which has tremendous downstream uses for things like recycled paper or you can make liquid bio-fuel sustainable fuel out of it. So, this technology has been deployed widely around the world by many different companies, this is going to be our first US facility up here in the Eco Park.

Mike Ziobrowski: So, there is going to be zero waste that comes out of this process?

Dane McSpedon: Uh yea sorry I forgot to mention about that, so anything that's in there that's not organic will be steam cleaned and then there is a mechanical separation system at the back so all the material comes out, it will sort out the plastic the glass the metal the cans, anything that is not organic it gets cleaned and separated which then goes down standard recycling streams. There are approximately generally 10% what we call residual material, textiles, leathers, mattresses which will be in the waste stream which will have to go ultimately either to a recycler that handles that material or to a landfill.

Rich Berkowitz: So, anything carbon based can be turned into biofuel and everything else?

Dane McSpedon: It will be turned into fiber which then we can, recycled paper is the application we believe up here because there are a lot of papermakers in the area and actually it's a fantastic material for making recycled paper.

John Higgins: So, the material coming in is standard garbage trucks, so everything that gets picked up on the street from the household or from an industrial location comes in and it all gets dumped in together?

Dane McSpedon: Yes, whether again it's mixed waste from a house or a business or a company or shopping mall, or whether its source separated food waste which is the new law that came in this year from DEC for New York State. We will take all of that material in. Everything is done inside, and the building is under negative air pressure which means its sucking air from outside. If you ever go to an office building in the summer and the door is hard to pull open, just because it's not letting the air conditioning out, that's negative air pressure, so it's sucking the air in to make sure that no odors or no odor can escape from the building.

John Higgins: Okay and how are you generating the steam, natural gas?

Dane McSpedon: Natural gas, correct.

John Higgins: So, what's going up the stack then, just strictly by product of the natural gas being burned in your boilers?

Dane McSpedon: Correct and some natural gas use in the dryer because we dry the fiber before we ship it out to the client so we're not shipping water, but the air emissions are extremely low for an industrial facility. You're talking its less than half the CO2 value of even an air permit for NYS, NYS is 50,000 tons a year permit limit we're at about 16,200 tons per year.

Mike Ziobrowski: So, you have like a series of strobic fans or something on the roof to exhaust this?

Dane McSpedon: We have a biological filter, there is an air handling system within the building that will filter the air, I can't remember the number, three times, I think.

Marcel Nadeau: So that's very little odor emitted your saying?

Dane McSpedon: Odor, I mean the system itself doesn't produce odor, the system is just steam cleaning the waste so we recycle everything that we can even within our system, and the water is vacuum extracted out of the autoclave before it's depressurized. We then condense it and clean the water through various copper impregnated and reverse osmosis systems so that you're getting very little, there is a regenerative thermal oxidizer, to any non -condensable gasses that go up.

Marcel Nadeau: But you are saying very little in measurement?

Dane McSpedon: Yea, particulate matter is a 3.6 tons per year which is

Marcel Nadeau: I guess my concern is what are the neighbors going to smell?

Dane McSpedon: They shouldn't smell anything.

Marcel Nadeau: They said that when they built the treatment plant down below you.

Mike Ziobrowski: So in regards to this site plan itself, the two facilities be it Hughes and UBQ are they bringing product back and forth between the two buildings?

Dane McSpedon: Its similar products, but for example the plastics that come out of our process that we just basically clean they can take. And there are certain food waste or whatever that they can't take that we take. So, there is some, it's not designed that way but there are some beneficial crossover, and by the way they use their pellets to make their very good products EBQ, it's an interesting technology.

Mike Ziobrowski: When I just look at the building layouts it just looks like the traffic coming in and out going to that maintenance building would be passing in between the two so you would almost have like a you know one of those congestion areas where people or traffic would be going in between and you've got truck traffic in between as well so, my thoughts of sharing material and truck traffic okay.

John Higgins: So as far as your raw material you plan on bringing truckloads of garbage from a 50-mile radius or 100-mile radius

Dane McSpedon: 50 miles or less, I mean Twin Bridges has sufficient material and I mean they have more than enough material to bring.

John Higgins: In other words, the material is presently being processed on Tabor Road is it no longer going to be processed there, is that an assumption or ?

Jason Dell: The transfer station will continue to operate on Tabor Road, I believe the intent for that would be to handle more of a construction type debris over there as the municipal waste coming out of the garbage trucks would be brought straight here and you know deposited in the Hughes building.

John Higgins: Okay and the recycled material that is presently being processed at the plant on 146 will now come here?

Jason Dell: No that will still continue to operate and still process recyclable materials, different trucks we all put out our two cans the recycling will still go to 146 the other will come here.

John Higgins: So, when a truck comes in how will they know whether to go to Hughes or the other Building?

Jason Dell: That will have to be worked out between Mr. Earl, Hughes and UBQ, down the road who's going to get what portion of the materials, however they feel there is more than ample material to have both facilities thrive. Phase 1 of this project is going to be to get the Hughes portion of this project up and going and then obviously Mr. Koval to your point during the pre-meet, you know this will be phase 1 of the project and phase 2 will be the UBQ portion of it. However, we're here tonight to start the ball rolling for the zoning end of things but we will have to come back for site plan for it, much in the same way we did with the 421 Flex Park. We identified kind of the overall property and the overall development goals and then we come back in as each individual entity was identified and you know the more specifics were known about it.

John Higgins: So, this basically, is going to take the place of the project on Route 9 just north of Stewart's they were in you were in presenting a couple months ago.

Jason Dell: That's correct, the NPPM Industrial Park, the applicant, the goal for the applicant is to take what he was going to do there with the fleet parking and the maintenance facility bring that here as well as a route 9 where the trucks are currently parked is to bring those trucks and park them here as well. Kind of one central location out off of the main road.

John Higgins: And as part of that presentation, you talked about a glass reprocessing or pulverizing is that going to be done in Hughes or the other one?

Jason Dell: As you mentioned that material that does get caught in that stream would be collected on the back side of it and processed to the next recycling facility down the line that would take the glass.

John Higgins: But ultimately at the final process you're going to have about 10% you said that cannot be used by other people and that would have to be landfilled.

Dane McSpedon: Typically, yes. 90% we are diverting from the stream but ultimately our goal is that nothing goes to landfill and that's why we are doing this but thinks like leather or carpets or big textiles are hard to reprocess, there are technologies out there but for now we're going to say up to 10% can go back.

John Higgins: And you will probably ship that to Colonie, and Albany is closed are you going to go to Batavia or somewhere out, some other landfill

Dane McSpedon: Mr. Earl he has got that responsibility.

John Higgins: Okay, so it's not going in my back yard?

Dane McSpedon: No but what's very interesting ill just add is that his recycling facility now that does the different sorting , separation their output from that plant is organic so they have to take that to the landfill now, whereas now they will take that organics which is really a significant amount and bring it to us. So, we are actually recycling each other's material which I think is fantastic.

Don Roberts: Okay well I guess first of all we will refer it to MJ Engineering and when you get your traffic update done, please give it to Joel so he can review it as well

Jason Dell: Certainly.

Don Roberts: Okay and it will also be referred to Saratoga County Planning Board and the fire department as well and any comment by the Board?

Marcel Nadeau: Where are the other facilities located you mentioned you had other facilities?

Dane McSpedon: Yes so, the technology, the base technology company is based out of the UK , Chesterfield and they have installed systems in Limerick, Ireland; Birmingham, England and Wales, New Castle in England, and then in York

Marcel Nadeau: Are they located in Industrial sites?

Dane McSpedon: Two are at landfills, one was an industrial site, the other one is an industrial site yea, three are in industrial sites and two are in landfills

Marcel Nadeau: Residential areas?

Dane McSpedon: There are some near by yes.

Marcel Nadeau: Thank you.

Don Roberts: Anyone else? Okay so referred to necessary agencies and we will get back to you alright.

Jason Dell: Thank you

Don Roberts: Again, when you get the traffic update, please give it to Joel alright, okay thank you.

Twin Bridges Eco Park– PDD Recommendation

TABLED. Board received a presentation and tabled the application seeking to create a PDD for a multi-phase waste processing facility and referred it to various agencies for review.

Old Business:

22.066 / 22.067

Noradki Subdivision & Warehouses, 3 Tabor Road – Minor Subdivision & Site Plan

Donald Roberts: Moving on to old business.

Luigi Palleschi: Good evening, Luigi Palleschi here with ABD Engineers here representing the applicant, Ronnie Antonosio. We're here to discuss the 3 Tabor Road property. We were here before this Board; I think it was back in April. One of the comments came up from the MJ Engineering was the International Fire Code where a maximum of 124,000 sq. ft. of building can be put under one access into the site. As you know the property, you've got railroads in the back, you've got the Dwass Kill to the west and residential to the east, leaving only one access from Tabor Road. We're proposing 192,500 sq. ft. as we did last time, and what we did is we reviewed the code. We actually met with the Fire Chief and discussed the plan. We came up with a second means of ingress and egress to the property. When you look at the International Fire Code, you can exceed 124,000 sq. ft. of building space as long as you have 2 means of ingress and egress. So, as you can see from our revised site plan, we've added an additional, over to the west, a new 20' fire access road which will be emergency only at a grade of about 8% and we can carry that grade up even though the grades on the site are challenging but we're, the way we're grading the site out, we did a preliminary grading plan to show that we can make the grades work. The maximum grades for fire access is 10% and what we're designing right now at a conceptual level was 8%. So anyway, when you read the remoteness in the International Fire Code, you take a look at the overall project area and the diagonal of that project area and divide that in half. So, we actually meet the code providing 600' between the two access roads and when we shared this with the Fire Chief, he looked at the plan and he had no major concerns with what we were proposing. So, we're here tonight to basically to give you an update to show you what we've done so far so that we can move on with the project with referrals and if this is ok with the Planning Board and the referrals, ya know, we can get into the, ya know, more details of site plan and details in review. So, if there's any questions, I'd be happy to answer them.

Donald Roberts: Well, I guess since you've already dealt with the Fire Department. So, we're all set with that, but we still have to refer to MJ Engineering for a review. Saratoga County Planning Board and we'll need an independent traffic study done as well.

John Higgins: Which Fire Chief did you talk to?

Luigi Palleschi: Chief Coonrad.

John Higgins: Ok. Thank you.

Donald Roberts: So, we'll need an independent traffic study done as well, just so you know.

Luigi Palleschi: So, independent, is that something the Town is gonna select? I think we talked about that last time.

Donald Roberts: Right. Yes.

Richard Harris: Joel and I work on the scope and then give you a chance to weigh in on it.

Luigi Palleschi: Ok.

Richard Harris: With a consultant and then we get a scope.

Donald Roberts: Okay, some questions by the Board:

Marcel Nadeau: Yeah. Can you point out that second access, I'm having a hard time finding it.

Luigi Palleschi: Yeah, it's right to the west, if you want to zoom in there Rich.

Richard Harris: Sure.

Luigi Palleschi: Thank you. Just to the west of the building number 1 that we're proposing. If you know the site, it's hard to visualize right now, but we are cutting the grade down so that the grades for your entrance, your driveways are actually workable, ya know, to a decent grade that it's not too steep.

John Higgins: And that's gonna be emergency only?

Luigi Palleschi: Yeah. The entrance to the west will be emergency only. We'll propose a gate that the Fire Chief will accept.

John Higgins: Ok.

Luigi Palleschi: Emergency only.

John Higgins: And obviously the road has to be built for 80,000 lb. fire

Luigi Palleschi: Absolutely.

John Higgins: And the applicant realizes that it has to be maintained year-round?

Luigi Palleschi: Yes.

Marcel Nadeau: It'll be right near the little bridge.

Luigi Palleschi: Yup.

Mike Ziobrowski: From a stormwater perspective, you do show 3 management areas, but does, the 3 buildings and drive are taking a great deal of space. Has, do you think it's gonna be impacted, or do you think it's gonna be impacted, or do you think that what's shown on the plan here will represent the final design?

Luigi Palleschi: I think we're pretty close to what we're proposing here on a conceptual level. If we need to, I always, ya know, I start with this and then if I need a little bit more room, I would go to underground detention. So, there's that flexibility, there's a lot of pavement that, ya know, we can always put underground. Storage galleries and whatnot and do a dual thing. Ya know with infiltration basins and underground.

Mike Ziobrowski: Yup, Okay

Luigi Palleschi: Thank you.

Donald Roberts: Anyone else? Ok, so, we'll refer to agencies and we'll get back to you. Alright?

Luigi Palleschi: Great. Thank you.

Donald Roberts: Thank you.

Noradki Subdivision & Warehouses– Minor Subdivision & Site Plan
TABLED. Board received a presentation on a revised plan to construct flex space warehouses and referred it to various agencies for review.

22.075 Prestige Vending Expansion, 4 Enterprise Ave. – Site Plan

Jason Dell: Jason Dell, Engineer with Lansing Engineering here on behalf of the applicant for the 4 Enterprise site plan amendment. We're here this evening to update the Board on the project and to request an approval for the expansion. So, the existing site is currently occupied by Prestige Services and includes an office and warehouse portion for the building. For this project, the applicant is proposing a 4,200 sq. ft. addition to the east side of the building that will include a loading dock and a proposed refrigerator/freezer. At this point, we have submitted to MJ detailed engineering plans. We have issued technical comments that they had pertaining to our site plan, and we are here this evening to request an approval for the project.

Donald Roberts: Joel, you're all set with this?

Joel Bianchi: Yes.

Donald Roberts: Comments by the Board?

John Higgins: The original design had it all one building and when you and Scott did the presentation you were talking about people, ya know, moving back and forth within the building. Now, am I reading it correctly, there's not gonna be an interconnect between the building and the freezer? Or is it still gonna, its just smaller?

Jason Dell: This is all connected in here, so, the loading dock will have the freezer connect right to the back of it, which the loading dock will connect to the internal warehouse here. The offices that were in this area, as Mr. Earl indicated last time, will all be condensed down to a small 2,000 sq. ft. area up front. I believe what you were referring to, John, was interconnect between the parking lots for 4 Enterprise and his new building on 146. Shown further on the south on the site plan there is a proposed boardwalk covered walkway that's proposed between the two parking lots that's part of this site plan as well.

John Higgins: Yeah, no, I realize that, I was just talking about the internal flow because Scott's spent quite a bit of time discussing the fact that he was losing a lot of time with people moving around.

Jason Dell: Yes.

John Higgins: Just basically condensed the size of

Jason Dell: It's gonna clean up the flow of everything. As he mentioned last time the soda trucks have to wait to be unloaded because there's only one loading dock whereas now, they'll be able to pull in, back up to the loading dock, be immediately unloaded and it'll just help significantly the flow internally within the facility.

John Higgins: Ok. Thank you.

Donald Roberts: Anyone else?

Richard Berkowicz: I make a motion to have a neg dec on SEQR

Tom Koval: Second.

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

Richard Berkowicz: I make a motion to approve the site plan.

Tom Koval: I'll second.

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

All: Aye.

Jason Dell: Thank you.

Don Roberts: Your welcome, and, before we move onto the last item, I just want to reiterate there's no meeting in two weeks. The next meeting will be Monday, July 25th. So, if you come here two weeks from tonight, you're gonna be alone. Alright? Ok, go ahead.

Prestige Vending Expansion – Site Plan

APPROVED. Board approved an amended site plan to construct a new loading dock and freezer at the existing building at 4 Enterprise Ave.

22.009 Tribley Residential PDD, 315 Farm to Market Rd – PDD Recommendation

Jason Dell: Jason Dell, Engineer with Lansing Engineering here on behalf of the applicant for the Tribley Residential PDD. We're here this evening for a quick update to the Board as well as to hear a presentation on the traffic study in hopes of moving the project forward. So, since the Board saw the project last, we did shift the access off of Farm to Market Road at the request of the highway Superintendent. Previously, it was located further to the west, and we shifted it further to the east to be located directly across the street from Moreland, I believe, it is still the same number of lots. We're still seeking 42 lots for the project, additionally, after the last meeting, we did have a workshop meeting with the residents of Arlington Heights that was well attended and, I believe, we were able to answer a significant number of their questions. And with that Rich, I believe there's a presentation on the traffic.

Richard Harris: Yup. So, the Town did enlist the services of Barton Lajoudice to do a traffic impact analysis for the development looking at, obviously, nearby intersections and line of site and related matters with the development that have come up in comments and letters and with the Board. So, with that, I will turn it over. I do have the full study up if you need me to go refer to anything particular.

Donald Roberts: Do me a favor, I read the traffic study and it's, good job, very extensive, but you don't need to say the whole thing, ya know.

Dan Rourke: I'm not planning on it.

Donald Roberts: Thank you.

Dan Rourke: So, good evening, Dan Rourke with Barton and Loguidice. So, we completed a traffic study for the Tribley Residential Planned Development Project located at 315 Farm to Market Road. And, like it was just presented, we studied the, the installation of 42 single family homes. When we did the study, originally, the driveway was offset from Moreland Drive. Now, they're tee'd up so you have a nice square intersection. We did update the analysis once we found that out and our conclusions are still the same. So, to complete a traffic study we go out and survey existing conditions and compare them to future projected conditions with the full buildout of the site. So, we developed trip generation for the projects. The project will generate 30 new trips in the weekday, morning period and 40 new vehicle trips in the weekday p.m. period. And just for reference, I know traffic studies are here all the time, but so everyone knows, from industry standards from New York State Department of Transportation and the Institute of Transportation Engineers typically a full traffic impact study is developed when your project site is generating 100 new vehicle trips or more, so this project is below that threshold. So, traffic operation

Richard Harris: Dan, can you just clarify the 30 trips in the a.m. I believe it was 22

Dan Rourke: Yup.

Richard Harris: exiting an 8, entering

Dan Rourke: Entering 22 exiting, that's the morning

Richard Harris: Yup.

Dan Rourke: Afternoon or evening is 25 entering, 15 exiting.

Richard Harris: Yup.

Dan Rourke: So, traffic operations are graded just like in school A-F. The new site access with Moreland Drive will operate at Level Service B, which is acceptable. Level Service D is, and E is usually where we would look at mitigation for traffic operations. So, there's no issues with operation of the new intersection. We also looked at the connection to Saville Row. That will operate as a secondary access for that neighborhood. Due to the layout of the Arlington Heights neighborhood and this, the Tribbley circular road and entrance, it does not appear that there would be any benefit for new Tribbley residents to be accessing Saville Row to then access Farm to Market Road so, what we looked at was alright, so we're at total volumes and even if there were any cross connections, if one neighborhood used the other one, the small amount of volumes, like Rich just pointed out, they're very minor. They would not have any impact on any traffic operations, any level of service or any delay of operating or accessing Farm to Market Road.

Richard Harris: So, use of the new development by Arlington Heights residents wouldn't change to a level of service you're projecting, Level Service B.

Dan Rourke: Yup.

Richard Harris: At Farm to Market?

Richard Harris: To explain a little bit what I think you were saying.

Dan Rourke: Yeah, yup. So, yeah, we assumed if there's one new vehicle trip that's going to go this way, it's gonna offset and they're so minimal that it's not going to move the needle on that measure. And the last thing we looked at was site distance. We did update it with the new location here and all site distances are well above standard values, so there was no issues there at all.

Donald Roberts: Awesome, that's it?

Dan Rourke: That's it, yup.

Don Roberts: Thank you. Good job, thank you. Questions by the Board for either Jason or the traffic engineer?

John Higgins: The 4+/- acres that are supposed to be turned over to the Town, has the Town Board discussed that? Because, I mean, it's all wetlands, what would the Town want with it?

Jason Dell: We haven't indicated that acreage would be turned over to the Town. The applicant would intend to keep that acreage

John Higgins: Oh, okay I'm sorry because in the writeup it said that that's why I was asking.

Jason Dell: Ok, yeah, I mean, if this Board would prefer it get turned over I'm sure Mr. Tanski would be

John Higgins: Oh, no, no, not at all

6/27/22

Jason Dell: We discussed that early on and I, and I brought up the fact, why would we take that over and take it off the tax rolls.

John Higgins: Yeah, so I assume, it'll, some kind of homeowner's association, or whatever would

Jason Dell: The applicant intends to maintain ownership of that.

John Higgins: Okay

Jason Dell: And, just, it's not developable.

John Higgins: Yeah. It's all wetlands. Okay, thank you.

Donald Roberts: Anyone else?

John Higgins: Yeah, the writeup said that that's why I asked.

Richard Berkowicz: Motion to set a Public Hearing on July 25th.

Mike Ziobrowski: I'll second.

Don Roberts: All in favor aye? (All in favor) Opposed? (None were opposed) Motion carried. See ya July 25th.

Jason Dell: Thank you.

Donald Roberts: Thank you.

Paul Marlow: Just for the record,

Donald Roberts: Yes.

Paul Marlow: We'll do expanded notices for that as well.

Jason Dell: Yes.

Donald Roberts: Now, we definitely will, yes, thank you, Paul.

Tribley Residential PDD – PDD Recommendation

PUBLIC HEARING SET. Board received presentations on a revised 42-lot single family home residential PDD, including the findings of a Town independent traffic study, and set a Public Hearing for July 25, 2022.

Tom Koval: I make a motion to get the hell outta here.

Mike Ziobrowski: Alright, I'll second.

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