

**Town of Halfmoon Planning Board**  
**Meeting Minutes – January 14, 2013**

Those present at the January 14, 2013 Planning Board meeting were:

**Planning Board Members:** Steve Watts – Chairman  
Don Roberts – Vice Chairman  
Rich Berkowitz  
Marcel Nadeau  
Tom Ruchlicki  
John Higgins  
John Ouimet

**Planner:** Lindsay Zepko

**Town Attorney:** Lyn Murphy

**Town Board Liaisons:** Walt Polak

**CHA Representative:** Mike Bianchino

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Mr. Watts opened the January 14, 2013 Planning Board Meeting at 7:00 pm. Mr. Watts asked the Planning Board Members if they had reviewed the December 10, 2012 Planning Board Minutes. Mr. Roberts made a motion to approve the December 10, 2012 Planning Board Minutes. Mr. Ouimet seconded. Motion carried.

**Public Informational Meeting:**

**12.013 PIM Fairway Meadows Phase III, Dormie Avenue & Timothys Way – Major Subdivision/Zim Smith Trail Extension**

Mr. Roberts recused himself from this item. Mr. Watts opened the Public Informational Meeting at 7:00 pm. Mr. Watts asked if anyone would like to have the public notice read. No one responded. Mr. Jason Dell, of Lansing Engineering, stated the following: I'm here tonight to present to the Planning Board and the public the new proposed location for the Zim Smith Trail connection. Previously the trail was proposed to go through the Fairway Meadows subdivision from the south in a northeasterly direction. The new proposal has the trail going across the north end of the site to the east. The previous approval for this project was contingent on the residents that owned property affected by the proposed location of the Zim Smith Trail to sign off on their acceptance. Several of the residents affected expressed their concern over the placement of the trail on their properties, therefore, the applicant was unable to fulfill the contingency. The applicant is now proposing to change the proposed location of the trail to the north to the rear of Phase III. The trail is now shown on the plan to traverse a stormwater management area and then proceed in an easterly direction through the rear of Lot #41, then to the north of lots #37 and #39 before dipping to the south and going through the very east boundary of lots #33 and #35. The trail will continue east through undeveloped property. No changes are proposed to the previously approved

layout of the subdivision. Mr. Watts asked if anyone from the public wished to speak. Mrs. Henrietta O'Grady, member of the Town of Halfmoon Trails Committee, stated the following: I just wanted to bring you up to date in case some of you have forgotten; the Zim Smith Trail Extension has been a proposal that has been going on with the Trails Committee for over 10-years. In 2003, we, as the committee, looked at an extension from Coons Crossing trying to get a connection to the Old Champlain Canal. A major portion of the Old Champlain Canal Trail has been completed and another grant has been awarded to the Town to complete the trail to the Waterford Town line. The idea is to connect Zim Smith with the Champlain Canal Trail. How do we do that? There were thoughts that were placed on this map in the Northern Halfmoon Generic Environmental Impact Statement (GEIS), which was approved by the Town. Now, that was a thought that wasn't written in stone but it was a method. Now we have a new method in front of us tonight. As a member of the Trails Committee and one who has worked very hard on developing not only the trails master plan but a way to connect and to link major subdivisions and population areas with recreational trails. I brought a map that was updated by CHA in 2005 in the trails master plan, which included all of this. The Town adopted the thoughts and the process in 2006. What I'm asking you tonight is to look at this and consider the long history, the effort and the partnerships that have been built over these 10-years to accomplish this purpose. So I ask that you approve it and send it to the Town Board for approval. If you have any questions or anything that I can help you with, I'd be happy to answer them. Mr. Watts stated I guess what Mrs. O'Grady is saying is that you like the presentation that Mr. Dell just gave us. Mrs. O'Grady stated the following: We certainly approve this and this has been a large effort. I talked about partnerships with the Town, with the County and now with the private parties. We are very happy that this can be accomplished. Mrs. Cheryl Caivana, of 19 Dormie Ave., stated the following: As a homeowner in Fairway Meadows who would have been directly impacted by the originally proposed route that the Zim Smith Trail would have taken through the development, I would like to publicly thank Mr. Tanski for listening to our concerns and working with his engineering team and the Town to design an alternate plan. The changes that have been made to the previously proposed layout will not only preserve our privacy but will protect the values of our properties and I'm sure that it will also create a more enjoyable and educational experience for the potential users of the trail. Mr. Watts closed the Public Informational Meeting at 7:07 pm. Mr. Nadeau stated the following: On the lots that the trail is going to cross; can you have wording on the deeds stating that there will be a trail on that portion of those lots? I understand that at this time no one owns those lots, correct? Mr. Bruce Tanski, the applicant, stated right. Mr. Nadeau stated okay so could we have that done? Mr. Berkowitz stated between Lot #199 and #200; is that a trail going into the other trail around the stormwater detention area? Mr. Dell stated yes, that is the stormwater management area. Mr. Berkowitz stated but there appears to be some sort of path going around the stormwater retention area and down between Lots #199 and #200 and connecting into Dormie Avenue. Mr. Higgins stated I think that is just the access road. Mr. Ruchlicki stated I don't think your drawing shows it the way we see it and it looks almost like a sidewalk. Mr. Dells stated that is the access road for the maintenance of the stormwater basin. Mr. Berkowitz stated okay and asked if anyone owned those lots yet. Mr. Dell stated the lots are currently unsold. Mr. Berkowitz asked would the people who purchase those lots be notified that there is going to be an access road between their homes? Mr. Dell stated yes, that access road would be constructed in the beginning of the subdivision when the infrastructure is constructed. Mr. Berkowitz stated okay. Mr. Higgins stated the following: Between the trail and the stormwater management area there is a chain link fence. Did you talk to the Superintendent of the Town's Highway Department, Mr. John Pingelski, to make sure that he can get the equipment in there to maintain the stormwater management with the chain link fence there? Mr. Tanski stated it was my understanding that the chain link fence was put there to keep

snowmobiles and the like out. Mr. Higgins stated the following: I understand that, but I just wanted to make sure that Mr. Pingelski was aware for maintenance purposes because they have to get in and clean that stormwater management area out occasionally with excavators. I just wanted to make sure Mr. Pingelski was aware and comfortable with that. Mr. Tanski stated I have a pretty good working relationship with Mr. Pingelski and I'm sure if he needs something, we'll be able to get him in there. Mr. Berkowitz stated at our last meeting we were told that there were going to be no snowmobiles allowed on that part of the trail. Mr. Tanski stated that is correct and that's why I think the bollards are there and the chain link fence. Mr. Berkowitz stated but I thought they're not even supposed to make it that far. Mr. Jason Kemper, Director of Planning for Saratoga County, stated the following: As of right now we have no problem with eliminating snowmobiles on this section of the Zim Smith Trail. There's a publicly funded snowmobile trail that comes to Coons Crossing, heads north and then goes out to the Town of Stillwater and the County has no problems with putting those restrictions on this trail. Obviously this is a large County project and we're looking forward to moving to try and extend the Zim Smith down to the City of Mechanicville. Thank you very much and I appreciate it. Mr. Nadeau asked what is the expected time of completion on this? Mr. Kemper stated the following: Right now we have a feasibility study completed and currently we're working down around Elizabeth Street trying to do small pieces at a time. We did submit a grant application to the State and we were denied. It's a large project and we're talking a little more over 2 million dollars from Coons Crossing down to Elizabeth Street. So, we'll probably break this out in phases. We are talking to landowners and we do have permission from the landowners along the south side of the tracks but there are others that we still have to speak to. Realistically, I'm hoping within a couple of year we're constructing something. It could be a little longer or maybe a little shorter but it all depends on funding. We have design done on a couple of pieces so as money becomes available, we will be ready to apply for that funding. Mr. Ouimet stated it is my understanding that the trail would be maintained by the County and not by the Town. Mr. Kemper stated the following: Yes. We maintain the whole entire length of the Zim Smith Trail. Malta helps out a little in some sections around the park and other in areas but the trail is the responsibility of Saratoga County. Mr. Ouimet asked could you clarify for the people here where the bollards would be placed? Mr. Kemper stated the following: We haven't gotten to the design but we will work with the Town. So, if you have an entrance point that you want bollards on, we'll obviously put bollards in those areas. Right now on the Zim Smith Trail, we do it at every public road crossing and obviously with the access going around the stormwater management basin, if you need bollards in there, we will put bollards in because that is not an issue. At the same time you want to provide pedestrian access to the Zim Smith Trail. This will connect to almost a 12-mile trail going from Mechanicville up to Ballston Spa. So, eventually you're going to want some sort of pedestrian access from your existing subdivisions on to the Zim Smith Trail. Mr. Ouimet asked is there any existing bollards on the trail? Mr. Kemper stated yes, at every road crossing. Mr. Ouimet asked where do the mechanical vehicles become prohibited from the trail? Mr. Kemper stated the following: Mechanical vehicles are prohibited on the whole length of the Zim Smith Trail except for snowmobiles in the winter months. We do maintain the trail with County motorized vehicles but there is no motorized access aside for snowmobiles on the whole entire Zim Smith Trail. Mr. Ouimet asked how far do the snowmobiles extend to? Mr. Kemper stated that goes from Coons Crossing up until Underpass Road by Curtis Lumber then they jump on the Ballston Trail and go out to Charlton. Mr. Ouimet asked so it really ends at Coons Crossing, correct? Mr. Kemper stated yes. Mr. Ouimet asked are there bollards there so somebody coming down would be prohibited from entering the trail? Mr. Kemper stated the following: We have half-gates there. Right now we have a gate where you could get a motorized vehicle through. The gates are open right now for the groomers but we do shut those in the spring months and

obviously they are closed all summer. Mr. Watts stated the following: I would like to thank everyone that was involved along with Mr. Tanski, Mr. Kemper and Mrs. O'Grady. I would also like to thank the residents who evidence their concerns when the first plan for the trail came in and the Planning Board who evidence their concerns and apparently everyone is please. We've gone from a project that has had a lot of issues to a project that doesn't seem to have any issues and everybody enjoys recreational trails and facilities. I guess this shows what happens when the voices are heard, the Planning Board & Town Board heard and everybody else and it works. So, now we seem to be on a path to success and congratulations to everybody.

Mr. Berkowitz made a motion to grant final approval for the Fairway Meadows Phase III major subdivision and the Zim Smith Trail Extension. Mr. Nadeau seconded. Motion carried.

**New Business:**

**13.002 NB      Back in Balance Therapeutic Massage, 1427 Route 9 – Change of Tenant & Sign**

Mr. Paul Hickok, property owner at 1427 Route 9, stated the following: Ms. Jen Hathaway has been in business at the Healthplex for quite a few years and she wishes to move her business to our building located at 1427 Route 9. Ms. Jennifer Hathaway, the applicant, stated the following: I have been in business in Halfmoon and Clifton Park for almost 20-years now. We're looking to change our current location to the 1427 Route 9 location. Essentially, we are just taking our current business and just relocating to another location. We're are a small group practice, we are open 7 days a week, we book by appointment and there is ample parking available. With all our business being done by appointment, there is usually 3 or 4 of us there at one time. Mr. Higgins stated in the write-up it says that there is an existing apartment on the second floor and asked if that apartment would continue to be occupied? Ms. Hathaway stated yes, it's pre-existing. Mr. Higgins asked is there plenty of parking for the tenants of the apartment and for your patients. Ms. Hathaway stated yes, at any given time we shouldn't need more than 4 or 5 parking spaces and currently there are at least 10 parking spaces available. Mr. Roberts stated there is also a sign application and all they are going to do is replace the existing sign in the front and they are going to place a small sign at the entrance. Ms. Hathaway stated yes and right now the sign is already there which we would just be replacing the sign panel and also there would be a sign on the Lansing Road side right where you would pull into the parking lot. Ms. Zepko stated there is an issue with the handicap parking space and there is no designated handicap space. Mr. Watts asked could you please mark the designated handicap parking space. Ms. Hathaway stated yes, we can do that. Mr. Watts asked if the parking lot was paved. Mr. Hickok stated yes. Mr. Watts stated please advertise that you are located in Halfmoon and not in some other town. Ms. Hathaway stated absolutely.

**For the record: The Planning Department's write-up for the sign(s) is as follows:**

Sign #1

**Location:** at front of building along Route 9 and at side entrance to the site

**Zoning:** C-1, Commercial

**Sign Size:** 48 SF

**Sided:** ☐ one-sided ☒ Two-sided

**Lighted:** ☒ Internal ☐ Flood

Sign #2

**Location:** near drive entrance

**Sign Size:** 8 SF

**Sided:** ☐ one-sided ☒ Two-sided  
**Lighted:** ☐ Internal ☐ Flood -None

Mr. Roberts made a motion to approve the change of tenant application for Back in Balance Therapeutic Massage. Mr. Nadeau seconded. Motion carried.

Mr. Roberts made a motion to approve the sign application for Back in Balance Therapeutic Massage. Mr. Nadeau seconded. Motion carried.

**13.003 NB      Mama's Express Family Pizzeria, 77 Dunsbach Road – Change of Tenant**

Mr. Semary Nemati, the applicant, stated the following: I've been in the pizza business for 18-years. I have resided in Clifton Park for the past 8-years and I'm proposing to operate the existing business at Mama's Express Family Pizzeria located at 77 Dunsbach Road. Mr. Watts asked are you going to operate the business the same as it was before? Mr. Nemati stated yes. Mr. Watts stated your change of tenant application states that you will be open from 11:00 am to 9:00 pm/11:00 am to 11:00 pm 6 days a week. Mr. Nemati stated that is correct and we will be closed on Monday. Mr. Watts asked would you have 2 part-time, 2 seasonal employees and yourself. Mr. Nemati stated yes and I would be there all the time and I would work open to close everyday. Mr. Watts asked the applicant if he would be making any changes to the sign. Mr. Nemati stated no everything would remain the same.

Mr. Berkowitz made a motion to approve the change of tenant application for Mama's Express Family Pizzeria. Mr. Ouimet seconded. Motion carried.

**13.004 NB      James A. Coulombe, 128 Pruyn Hill Road – Special Use Permit**

Mr. James Coulombe, the applicant, stated the following: I own the property at 128 Pruyn Hill Road. I'm proposing to make my single-family residence into a multi-family residence. My father-in-law passed away and my mother-in-law wants to move in with us. I would be converting the existing garage, a 3-season room, and will add an addition to create an in-law apartment. I am also proposing to add a second septic system to service the new proposed addition. Mr. Watts asked are you putting an apartment in which really makes it considered a duplex? Mr. Coulombe stated that is correct. Mr. Watts asked would that be a fully contained unit with a kitchen and bathroom facilities? Mr. Coulombe stated yes.

Mr. Ouimet made a motion to set a public hearing for the January 28, 2013 Planning Board meeting. Mr. Higgins seconded. Motion carried.

**13.005 NB      Homestead Funding Corp., 1407 Route 9 (Nine North) – Sign**

Mr. Tom Wheeler, of A.J. Signs, stated the following: We're proposing a 22.5 SF sign on the south side of the building and the sign would be internally illuminated. On the side of the building facing Route 9 there currently is a sign for Homestead Funding that is not lit. The proposed sign would have the same look as the existing sign but the new proposed sign would be lit. Mr. Roberts stated the proposed sign meets the code and asked if there would be any exposed neon. Mr. Wheeler stated no, the sign would be internally lit. Mr. Roberts asked would the sign be too bright? Mr. Wheeler stated no it would have standard fluorescent bulbs.

**For the record: The Planning Department's write-up for the sign(s) is as follows:**

**Location:** Nine North Office Complex  
**Zoning:** C-1, Commercial  
**Sign Size:** 22.5 SF  
**Sided:** ☒ **one-sided** ☐ **Two-sided**  
**Location of Sign:** wall-mounted  
**Lighted:** ☒ **Internal** ☐ **Flood**

Mr. Roberts made a motion to approve the sign application for Homestead Funding Corp. Mr. Ruchlicki seconded. Motion carried.

**13.006 NB      OptionSoft Technologies, Inc., 4 Corporate Drive – Change of Tenant & Sign**

Mr. Ken Tomaro, the applicant, stated the following: I'm both the owner of the building at 4 Corporate Drive and the president of the company. We are a software company that does compliant software for both insurance companies and automobile dealerships. We started our business in 2003 in Malta. We have 18 full-time employees and 3 part-time employees. I'm proposing a change of tenant and a sign application. Mr. Ouimet asked could you tell us a little bit about the proposed client meetings and training? Mr. Tomaro stated we do business all over the country so there may be times when people travel to our location for training. That doesn't happen very often because most of the time we have to go out to the customer's location. So, there may be some rare occasions where people would travel to our location. Mr. Ouimet asked could you estimate what the size of any potential meeting would be; how many people and how many cars? Mr. Tomaro stated the following: At maximum between 5 and 10 and it would probably be more on the normal of 2 to 3. There would be personnel coming from an automobile dealership more so than anything else. So generally they only send a couple people at a time. Mr. Ouimet asked Ms. Zepko if the site had adequate parking. Ms. Zepko stated yes. Mr. Higgins asked did you say that your company owns the building? Mr. Tomaro stated yes. Mr. Roberts stated the applicant would just be replacing the current sign that is there and that is fine. Mr. Tomaro stated that is correct. Mr. Watts wished the applicant good luck and welcome him to Halfmoon.

**For the record: The Planning Department's write-up for the sign(s) is as follows:**

**Sign**

**Location:** at entrance to site  
**Zoning:** Abele PDD  
**Sign Size:** 48 SF  
**Sided:** ☐ **one-sided** ☒ **Two-sided**  
**Lighted:** ☒ **Internal** ☐ **Flood**

Mr. Roberts made a motion to approve the change of tenant application for OptionSoft Technologies, Inc. Mr. Higgins seconded. Motion carried.

Mr. Roberts made a motion to approve the sign application for OptionSoft Technologies, Inc. Mr. Higgins seconded. Motion carried.

**13.007 NB      Fit Energy, 1603 Route 9 (Town Center Plaza) – Change of Tenant**

Mr. Tom Pratico, of the Rexford Group, stated the following: I'm here tonight representing Ms. Lori Whelan. Ms. Whelan is the owner of Fit Energy. Ms. Whelan is proposing to move into the Town Center Plaza. Ms. Whelan operates a personal training facility and she works with clients on a one-

on-one basis and occasionally a small group from 4 to 10 people. There is no sign application at this point and Ms. Whelan is going to leave the sign the way it exists until some time in the future. Mr. Berkowitz asked the applicant if she wanted to have a lit bit of flexibility for the closing time in the evenings instead of closing at 6:00 pm? Ms. Whelan stated yes, let's say 8:00 pm. Mr. Watts asked would you be closed on Sunday? Ms. Whelan stated yes.

Mr. Higgins made a motion to approve the change of tenant application for Fit Energy. Mr. Ruchlicki seconded. Motion carried.

**13.008 NB Pomellitto Subdivision, 48 Brookwood Road – Lot Line Adjustment**

Mr. Brian Holbritter, of Brian R. Holbritter Land Surveying & Site Development, stated the following: I'm here tonight representing the Pomellitto family. The Pomellitto's own the property located at 48 Brookwood Road. The Pomellitto's have one deed and two tax map parcels, which I have outlined; one in pink and one in blue. The blue outlined parcel is a 26-acre wood lot that was part of their deed. The total parcel is 46.72-acres. We are proposing to create frontage with this other lot so we'd be changing the tax map parcel line. One lot would be 16.2-acre lot and a 30.5-acre lot. Mr. Nadeau asked what area of Brookwood Road is this lot on in relation to Button Road? Mr. Holbritter stated it is on the south side of Brookwood Road, east of Button Road and it's just at the top of the hill. In fact, this is one of the slope failure areas that the Town of Halfmoon purchased where they had to fix the slope for Brookwood Road. Mr. Watts asked are the remaining lots going to be buildable? Mr. Holbritter stated the following: Yes, we hired an engineer, Mr. Steve Dean, as part of our contract to prepare a septic plan for this so that upon approval of the lot we would have a buildable parcel and it could be sold as such. I submitted a copy of the septic design that Mr. Dean had prepared. Mr. Watts asked do you have enough road frontage? Mr. Holbritter stated yes we have more than enough required frontage.

Mr. Berkowitz made a motion to set a public hearing for the January 28, 2013 Planning Board meeting. Mr. Ruchlicki seconded. Motion carried.

**13.009 NB Slish Subdivision, 183 Johnson Road – Minor Subdivision**

Mrs. Sonya Slish, the applicant, stated the following: I own the property at 183 Johnson Road. We are proposing to subdivide one building lot out of our farm for our son so he can build a home. Mr. Watts asked are you proposing to subdivide a 1-acre parcel from your 124.46-acre parcel? Mrs. Slish stated yes. Mr. Higgins stated this parcel is located in the Generic Environmental Impact Statement (GEIS) but I believe this is only the second lot that you subdivided from the farm or is this the first lot? Mrs. Slish stated this would be the forth lot subdivided from the farm. Mr. Higgins stated okay. Mrs. Murphy stated you are allowed to subdivide any number of lots, but when you get to 5-lots it triggers a different scale regarding GEIS fees.

Mr. Nadeau made a motion to set a public hearing for the January 28, 2013 Planning Board meeting. Mr. Higgins seconded. Motion carried.

**13.010 NB Bruce Tanski Construction & Development, 2 Cemetery Road – Change of Tenant & Sign**

Mr. Bruce Tanski, the applicant, stated the following: I would like to change the tenancy to the old library/old school located on Cemetery Road. The property has been vacant for about 4-years and I would like to convert it to a construction office and storage. I would have 2 full-time employees and 1 part-time employee; Monday through Friday 8:00 am to 4:00 pm. As far as my sign

proposal, I have to get Ms. Zepko more information as to where the sign is going to be located. My intent is to put the sign on the building. It is a very small sign that would be 8 SF and it would not be lit. Mr. Watts asked are you requesting the Board to remove your sign application at this point? Mr. Tanski stated yes. Mr. Ouimet asked if there was a site plan? Mr. Watts stated I don't believe so as our files did not indicate a site plan. Mr. Tanski stated I didn't think I needed one because we are not changing the building at all. Ms. Zepko asked Mr. Tanski if the building was on the right or left side of Old Route 146 and Cemetery Road? Mr. Tanski stated the following: The building is on the left. The building used to be an old one-room schoolhouse. Mr. Ouimet asked Ms. Zepko if they needed a site plan for this proposal? Ms. Zepko stated yes. Mr. Nadeau asked wasn't someone doing marketing at that site and didn't we have a site plan for that location? Ms. Zepko stated I will have to look that up in our files. Mr. Tanski stated it was some kind of a food company. Ms. Zepko stated I was confused about which lot this was and I thought it was the other building across the street. Mr. Nadeau asked was that building part of the food distributorship? Mr. Tanski stated yes, the old library was the food distributorship. Mr. Nadeau stated I would think that we have a site plan for that location. Mr. Watts stated the following: If for some reason there's not a site plan, then Mr. Tanski will have to prepare one and we will make our motion conditional on that. I know in the distance past that occasionally we would come across things where for some reason there weren't site plans and we have a policy of requiring a new site plan if there is not one there. Mr. Tanski stated okay. Mr. Higgins stated a few years ago Mr. Tanski gave access to the day care next door to come down from the back and asked if that day care facility was on this lot. Mr. Tanski stated I did that by the request of Mr. Dick Lee because of all the traffic tie-up and if it wasn't for Mr. Lee I would have never done it but they drive through the apartment complex and then come through the back way. That piece of property is contiguous to this; so it's not part of it at all. Mr. Watts stated in doing that it improved traffic markedly and we had a serious safety concern where people were dropping their kids off at the day care so Mr. Lee approached Mr. Tanski regarding that situation. Mr. Higgins stated but all the parking for this site is all in front and there is nothing in the back. Mr. Tanski stated there is parking in the front and in the back and there are two different parking lots for this particular building. Mr. Higgins stated the following: I was trying to picture it but I just couldn't picture it. So, there are a total of 10 spots between the front and the back for the parking. Mr. Tanski stated it's probably more like 20 between the two parking lots. Mr. Tanski asked if there is not a site plan would I have to come back to the Board or could I just give the site plan to the Town? Mr. Watts stated you would just have to submit the site plan to the Town. Ms. Zepko stated you will also have to submit a site plan to the fire district the building is located in. Mr. Tanski stated okay. Mr. Watts stated we have to have a site plan because it will have to be stamped by the Planning Department.

Mr. Nadeau made a motion to approve the change of tenant application for Bruce Tanski Construction & Development conditioned on a proper site plan being submitted by the applicant. Mr. Higgins seconded. Motion carried.

**13.011 NB      Halfmoon Collision Center, 1627 Route 9 – Sign**  
**&**

**13.012 NB      Anthony Motor Car, 1627 Route 9 – Change of Tenant & Sign**

Mr. Joseph Moffre, the applicant, stated the following: Currently this is the Clifton Park Auto Body location and we are doing a business name change for the same tenant. So, the sign would change to Halfmoon Collision Center from Clifton Park Auto Body. I'm adding Anthony Motor Car as a partner in my dealership portion of the business. So, there would be no change in the use and everything will remain exactly the same. Anthony Motor Car will be co-tenant and a partner in the



used car portion of the business. I'm requesting to change the existing signs that are currently at the site to display the new information. The sign is existing and it's a lighted box sign that has already been approved by the Town and also adding the co-tenancy. Mr. Roberts asked is the sign going to say "Halfmoon Collision or Halfmoon Auto"? Mr. Moffre stated the sign currently reads "Halfmoon Auto Center" and "Clifton Park Auto Body" on the larger 4 FT x 8 FT sign. The larger 4 FT x 8 FT will now read "Halfmoon Collision Center" and the 2 FT x 8 FT that read "Halfmoon Auto Center" will read "Anthony Motor Car" name and "guaranteed credit" logo on it, which we are changing the used car use to and I'm still the same tenant. Mr. Watts stated I know we have had no issues at this site. Mr. Moffre stated I've been operating at this site for 5-years and everything has been approved by the Board in the past and I think I've been doing okay. Mr. Watts stated yes, you're doing good.

**For the record: The Planning Department's write-up for the sign(s) is as follows:**

Halfmoon Collision Center - Sign

**Location:** on existing free-standing sign

**Zoning:** C-1, Commercial

**Sign Size:** 64 SF

**Sided:** ☐ one-sided ☒ Two-sided

**Location of Sign:** at entrance along Route 9

**Lighted:** ☒ Internal ☐ Flood

**For the record: The Planning Department's write-up for the sign(s) is as follows:**

Anthony Motor Car - Sign

**Sign Size:** 32 SF

**Sided:** ☐ one-sided ☒ Two-sided

**Location of Sign:** along Route 146 frontage

**Lighted:** ☒ Internal ☐ Flood

Mr. Roberts made a motion to approve the sign application for the Halfmoon Collision Center. Mr. Ouimet seconded. Motion carried.

Mr. Roberts made a motion to approve the change of tenant application for Anthony Motor Car. Mr. Ouimet seconded. Motion carried.

Mr. Roberts made a motion to approve the sign application for Anthony Motor Car. Mr. Ouimet seconded. Motion carried.

**13.013 NB      Windsor Woods Phase II, Vosburgh Road – Major Subdivision/Special Use Permit – Lots #1, #2 & #3**

Mr. Jason Dell, of Lansing Engineering, stated the following: I'm here on behalf of the applicant, Mr. Peter Belmonte for the Windsor Woods Phase II project. The project site is located along the northern side of Vosburgh Road and approximately 1,300 FT east of the intersection of Vosburgh Road and Route 146. The existing parcel is approximately 5.58-acres that was originally subdivided out Windsor Woods Phase I. The existing zoning in this area is Agricultural-Residential (A-R) and the 5.58-acres is currently vacant land that is woody and brushy. So, the surrounding land use around the parcel is all residential in nature. The proposed project is going to involve the subdivision of the 5.58-acres into 3 lots for duplex development. So there would be 3 duplexes built there for 6 residences. The proposed lots would be accessed by one shared curb cut onto

Vosburgh Road that would then come back and service each one of the driveways into the units. Sewer would be provided by a force main that will connect into the sewer force main that is located on Vosburgh Road. Water would be extended to the municipal water system that's located down along Vosburgh Road. We're here tonight to answer any questions the Board may have and to ask the Board to refer the project to CHA for advancement. Mr. Watts asked Mrs. Murphy if the Board should schedule a public hearing or refer it to CHA for review? Mrs. Murphy stated the following: You would have to have a public hearing before you could either subdivide or grant an approval for the duplexes. Your timing with regards to the engineering is the Planning Boards purview. In the past the Board has done it both ways where you wanted to hear from the public before you put the applicant to the expense of engineering and you've also sometimes said you'd rather the engineers be able to answer any questions that the public may have so you've referred it. So, the Board has done it both ways depending on the project. Mr. Nadeau asked in relationship to the new intersection where is this parcel located on Vosburgh Road? Mr. Bianchino stated it is just west of the Stewart's over the hill. Mr. Dell stated it is located to the east of the intersection. Mr. Nadeau asked is that before the stop sign? Ms. Zepko stated yes. Mr. Berkowitz stated it is halfway between the stop sign and the new intersection. Mr. Berkowitz asked how many existing duplexes are in the surrounding area? Mr. Dell stated I would have to look into that. Mr. Berkowitz asked how wide is that driveway that would connect the 3 duplexes? Mr. Dell stated that driveway would have to meet the fire code and for this particular length it would be approximately 26 FT. Mr. Berkowitz asked could 2 cars fit on that driveway side-by-side? Mr. Dell stated yes. Mr. Higgins asked would that driveway be able to handle the weight of a fire truck? Mr. Dell stated that is correct. Mr. Watts asked what is the length of that road? Mr. Dell stated to the back lot it is approximately 340 FT. Mr. Watts asked are you proposing 3 duplexes? Mr. Dell stated that is correct. Mr. Watts asked what are you proposing at this point relative to the ownership of these duplexes? Mr. Peter Belmonte, of Belmonte Builders, stated the following: Each of the duplexes would reside on its own lot; so theoretically, they could be sold to 3 different individuals. At this point in time that plan hasn't been developed. We could possibly maintain ownership for ourselves and we could sell them collectively. Again, we don't know at this point. I do want to point out that the concept itself was part of the original Windsor Woods subdivision. If you remember back a few years ago when that subdivision was in front of the Board for approval, we ran into an archeological issue on this particular site. We didn't have enough information to satisfy the State Historic Protection and Preservation Office (SHPPPO) questions and instead of slowing down the entire subdivision we elected to keep this lot as a 5-acre lot for future consideration and let the rest of the subdivision proceed on through the approval process. This is basically a mirror image to the 3 duplexes that we presently have on the western portion of the neighborhood; just as a quick reminder. In response to Mr. Nadeau's question regarding the new intersection; that new intersection was orchestrated between Toll Brothers and ourselves and the utilities were run here as a joint venture between Mr. Tanski, Toll Brothers and myself. The parcel that we're looking at right now is further to the east and the parcel that I'm referencing that exists; again, is 3 duplexes and the driveway is being put in right now but it is further to the west. So basically we would bookend the community with considerable spacing in between the residential units and the duplexes that would be to the east and to the west. Mr. Ouimet stated the following: Unless I'm not seeing it, it looks to me like the character of that particular local neighborhood right there; based on this representation is all single-family homes. Is that correct? Mr. Belmonte stated the following: Vosburgh Road has a number of duplex units on it and as you go further west on Vosburgh Road there are also more duplexes. So, Vosburgh Road itself is scattered with duplexes. Mr. Ouimet stated but it looks to me like that east end of Vosburgh Road is all single-family homes. Mr. Belmonte stated the following: No it's not. Are you talking about the east end of Vosburgh

Road where it meets Route 146? Mr. Ouimet stated yes. Mr. Belmonte stated the following: Where it meets Route 146 it does have duplexes on it. What we could do for the next meeting is we could film the streetscape and bring it in and show it to you. Mr. Nadeau stated there are 3 on Route 146 that are Mr. Greg Barnums and I believe they are accessed from Route 146. Mr. Belmonte stated the following: That could be the case. I know they are there and I know I've passed them several times and I don't clearly recall exactly where their driveways are. Mr. Berkowitz stated it looks like there are 3 more on Vosburgh Road right behind the Stewart's. Mr. Belmonte stated the following: Yes, that is what I recall and those are the ones that I'm remembering. Then we have the 3 duplexes further west as I pointed out on the neighborhood map. Mr. Watts asked are those 3 duplexes built? Mr. Belmonte stated the following: No. The driveway is being put in right now and we will construct them in the spring. Mr. Watts asked when did we approve those? Mr. Belmonte stated 2 years ago. Mr. Berkowitz asked were these also approved that we are looking at now? Mr. Belmonte stated these duplexes were on the original concept and if we had the archeological at the time, it's my understanding they were going to be approved but at the time since we couldn't get through the archeological hurdle, it was suggested if we wanted to continue to proceed through to bring this back for future consideration. Mr. Watts asked how did you make out with the archeological hurdle? Mr. Belmonte stated the following: Very good. Strictly doing our due diligence and it was fine. We have a small area of avoidance but it wasn't any real substance. The history was that the old Vosburgh Farm was there and somebody tossed half the trash out the window and now it's old enough that it became prehistoric or pre-hysterical. Mr. Ouimet asked could we discuss the issue of referral verses public hearing? Mr. Watts stated I'm kind of getting the feeling that we should do the public hearing because I don't think there is enough engineering items at this point to go with the referral. That way we can keep it moving and we'll see what the public has to say at the public hearing part. Mr. Belmonte stated that sounds fine because I think the engineering is going to be very limited.

Mr. Ouimet made a motion to set a public hearing for the January 28, 2013 Planning Board meeting for the major subdivision application and three special use permits for Lots #1, #2 & #3. Mr. Berkowitz seconded. Motion carried.

**13.015 NB      Skyview Landscapes, Inc., 466 Hudson River Road – Commercial Site Plan**

Mr. Jon Endres, of Ingalls & Associates, stated the following: I'm here tonight with my client Mr. Michael Scaringe who owns Skyview Landscapes. Mr. Scaringe is proposing a new base of operations for his landscaping business. The property is located at 466 Hudson River Road (Route 4 & 32) that is roughly 1/2-mile from the Waterford town line. What we are proposing here on this site is a redevelopment. The site is a brushy and overgrown mess that is a little under 2-acres. There are some existing concrete and asphalt pads on the site and Mr. Scaringe is proposing to remove a lot of that concrete and part of the asphalt and put in a 48 FT x 80 FT metal prefabricated building. There would be enough parking for 15 employees and some bunker blocks to hold landscaping supplies such as bark mulch, stone, topsoil and products like that. They would reuse the existing curb cut and make it a little bit wider to support the in and out activity of landscaping trucks and trailers. We're going to try to bank some parking for future use although we do have plenty of space available on the site. The site plan shows an on-site septic system and we are going to connect to municipal water that is available at the street. Mr. Higgins asked are you anticipating this to be mainly retail or a combination of retail and a service oriented business? Mr. Endres stated the following: In the immediate future there will be nearly no retail. This is simply going to be a base of operations for a landscaping business that goes out to customers site

to mow lawns and does hardscaping landscaping and so forth. There would be an evolving display of landscaping materials, plants, hardscapes, stonewalls, patios and things like that around the site. At some point in the future there may be some retail operations. Mr. Higgins asked do you think the 5 spaces near the office area are going to be sufficient for your customers coming in or retail sales? Mr. Endres stated the following: Not necessarily because we are looking at a dual use here. So we have enough parking spaces for the employees and we also have additional spaces. Based on the size of the building we have 1 parking space per 1,000 SF. There is plenty of room on the site for additional parking and there is an area that I have set aside as banked parking toward the north center of the site. So, we can certainly accommodate more parking spaces if there is a need for them. Mr. Watts asked how many parking spaces are you proposing right now? Mr. Endres stated 15 with 5 landbanked. Mr. Watts stated the following: This proposal should be referred to CHA for review. It appears to be an appropriate use for the site but I heard you say and Mr. Higgins asked what about the future? I don't want you getting caught in the trick where you start doing things at the site saying let's add this and let's add that. So, make sure you think about what you want to do, what you could do and what you plan on doing. I don't want anybody calling the Town and telling us that you're selling stuff there and it's real busy. It may be appropriate to do that and I'm not saying it isn't but recognize what we approve, we approve and then you could always amend it in the future. I'm familiar with the site and I know that site needs work.

This item was table and referred to CHA for their technical review.

**Old Business:**

**05.221 OB      Klersy Subdivision, Farm to Market Road – Major Subdivision/GEIS**

Mr. Joe Bianchine, of ABD Surveying & Engineering, stated the following: We were before the Board about a month ago presenting our proposal and at that time the Cardinale's who live across Farm to Market Road from this proposed subdivision had a concern about the location where our entrance road was coming out onto Farm to Market Road and the Cardinale's felt that it was going to be close to their house. I didn't think so at the time but after looking at it and going to the site and surveying it, the entrance road did come out right about where their property line was. So, we have moved the entrance road 80 FT to the east and now it will be about 90 FT from their house. So now this shouldn't interfere with them. If you have been at the site, we did put a stake in to show where the new location is and right across the street there is a fairly heavy growth of trees so you can't really see their house from the entrance. You can see it through the trees but it's obscured. With the entrance being moved to the east 80 FT, we obviously had to change the lot configurations a little bit and the open space configuration, along with the waterline, the sewer line, the drainage and so forth. So now that has all been accomplished. Mr. Nadeau asked did you lose any lots with your new configuration? Mr. Bianchine stated the following: No, we still have the same number of lots and the same area of open space. We balanced it so what we lost on one side, we picked up on the other side. Mr. Watts asked have you discussed the water looping issue with Mr. Bianchino? Mr. Bianchine stated yes and I have a meeting with Mr. Frank Tironi, the Director of the Town's Water Department, this Thursday to talk about the specifics of the details. Mr. Bianchino stated the following: Yes. Actually the Generic Environmental Impact Statement (GEIS) capital improvement plan shows a 12-inch line extending from Angle Lane down to where it leaves off on Farm to Market Road, which is at Moreland Drive. It's just that intersection is what is actually in the GEIS. Mr. Nadeau asked do you know if those neighbors affected are aware of the change that was made to the entrance location? Mr. Bianchine stated no, I didn't talk to them but I did go to the site and put a marker on it. Mr. Ouimet asked has this plan been shared with the Town's Highway Superintendent, Mr. John Pingelski? Mr. Watts stated as far as I know, all the

plans have been shared with Mr. Pingelski and asked if that was correct. Mr. Pingelski stated yes. Mr. Bianchine stated also this is a County road that we're coming out on and previously we did submit that to Saratoga County.

Mr. Berkowitz made a motion to grant preliminary approval for the Klersy Major Subdivision/GEIS. Mr. Nadeau seconded. Motion carried.

**12.012 OB      Atlantic British, 6 Enterprise Drive – Addition to Site Plan**

Mr. Joe Bianchine, of ABD Surveying & Engineering, stated the following: I'm here tonight representing Atlantic British in their request to construct a 11,080 SF separate office/warehouse building on the site to be used for additional storage of inventory or a tenant space for a future tenant. The existing use is for car part and accessory distribution office/warehouse. Currently Atlanta British has an existing 43,000 SF warehouse and showroom. The proposed 11,080 SF office/warehouse building will have 1,200 SF of office space and 9,880 SF of warehouse space. Also, there is a proposed loading dock to the proposed warehouse building. The applicant wishes to construct the proposed building in the rear and southern side of the 14.91-acre parcel. This proposal fits in to the site fairly well. They would have deliveries with tractor-trailers, which you can get in and go back to the loading docks. We've gone through the comments from CHA and I think everything is satisfactory at this point with CHA. Mr. Watts asked Mr. Bianchino if all of CHA comments had been answered that we had questions on. Mr. Bianchino stated yes.

Mr. Nadeau made a motion to approve the addition to site plan application for Atlantic British. Mr. Berkowitz seconded. Motion carried.

**12.079 OB      The Kensington at Halfmoon PDD, Stone Quarry Road – Major Subdivision/PDD**

Mr. Bill Hoblock, of Capital District Properties, stated the following: I'm here on behalf of the applicant to establish The Kensington at Halfmoon Planned Development District (PDD), which is a 90-unit top-of-the-market multi-family community located on Stone Quarry Road. We were last here before the Board in September 2012. Over the summer of last year the Town Board referred us to the Planning Board for a recommendation on our PDD application. In September 2012 we were before this Board for our initial presentation and we concluded with two things to do prior to our return tonight. One was to await the CHA comment letter and respond to it and two was to have a traffic study done and then return to the Planning Board to present the traffic study. That traffic study was to include two specific comments that the Planning Board made at the last September meeting; comment #1 asked if all of the traffic improvements that we're doing to Stone Quarry Road on both ends in connection with our Hudson Ridge PDD across the street; are all of those improvements adequate to accommodate this PDD and comment #2 to specifically examine the feasibility of a second entrance. Following the September meeting; in October CHA issued their letter and the Environmental Design Partnership (EDP) on our behalf responded in November and we submitted our traffic study in December and we are back here tonight and with me is Mr. Ken Worsted, of Creighton-Manning Engineering, to present the traffic study that was submitted last month to the Town. Mr. Worsted stated the following: I brought some exhibits with me tonight to help visually explain the traffic study. We have gone out and done some traffic counts and obviously we did previous work at Hudson Ridge that is located across the street, which is a 200-unit apartment complex that is under development/construction right now. We looked at the traffic volumes on Route 9, Vischer Ferry Road and also Stone Quarry Road and that's basically what this graph depicts. The large blue line is Route 9 and there are about 2,000 vehicles an hour on Route

9. Vischer Ferry Road is down in the 700 to 1,200 range and at the bottom of the graph are the traffic volumes on Stone Quarry Road and you can see that they are quite low compared to Vischer Ferry Road and Route 9. The other thing that this graph represents is how traffic varies throughout the day. The graph shows two distinct peaks; one between 7:00 am to 9:00 am and the other between 4:00 pm to 6:00 pm. So, we take the traffic volumes in that period and we want to find out exactly what the peak hour is. So, we would go out there and do the intersection turning movement counts within those hours. We found that the peaks for Route 9 were at 7:45 am and 8:45 am. The peaks for Vischer Ferry Road and Stone Quarry Road were 7:15 am to 8:15 am. Mr. Berkowitz asked what were the dates when this study was performed? Mr. Worsted stated we did our traffic counts in September and October and then we had one follow up in late October. Mr. Berkowitz asked what day of the week were these studies performed? Mr. Worsted stated we did two on Thursday and a Friday morning. Mr. Berkowitz asked do you know if you did a Friday afternoon? Mr. Worsted stated no, we usually don't do Friday afternoons because you're more likely to have people take off early to get home earlier on the weekends so that kind of throws things off a little bit. Mr. Ouimet asked did you do the traffic study for Hudson Ridge? Mr. Worsted stated yes. Mr. Ouimet asked did you do a comparison between the traffic counts you found in that study and this study? Mr. Worsted stated we looked at it briefly but we don't have anything to show you. Mr. Ouimet asked so you couldn't tell me if I asked you if traffic has increased in those areas that you measured? Mr. Worsted stated the following: I think in some cases, it has increased and in other cases, it hasn't. So, it would depend on the actual movement but in some cases the traffic volumes have either stayed pretty close to the same or have gone down and on some movements it has gone up. So, that is something that I could follow up on. Mr. Nadeau asked can I assume that it was September and October of 2012? Mr. Worsted stated the following: Yes that is correct. When we take a look at these traffic volumes as a percentage of the daily volume, you can see that they all have a very similar pattern. There is very little traffic overnight and when you get into the morning peak, the volume of traffic that you see when you're commuting to work is anywhere from 6 to 10 percent of what you might have throughout the whole day. Then obviously you only have a couple percent in the middle of the day and in the afternoon. Again, it's 6 to 10 percent. So, we went out and we looked at those traffic volumes and we identified those peaks is when these are the times that we really want to look at traffic. We don't really care about how much is happening in the middle of the day, in the evening or early morning because the traffic just isn't very high. So, if you look at these peaks and we estimate how much traffic our site is going to generate, that's going to give us those worse case conditions. The problem is how do we know how much traffic a site is going to generate if it's not there yet. So, we look to the Institute of Transportation Engineers and they have collected traffic data and they have to boil it down to a single piece of information that we can use. We used this graph to base the estimate on how much is a new development that may be 90-units going to generate. You can see from here that a development that only has about 100-units is only going to generate about 50 trips. A facility that has 400-units is only going to generate about 200 trips. The reason for that is that not everybody is going to leave all at the same when they are traveling to and from work. The typical view of it is that you're going to have 2 people per household, they are both going to have cars and they are both going to drive to work at the same time. If we go back and we look at those other data points, we can see that they don't always travel at the same time. I have an example of that from traffic counts that we had conducted at the Princeton Heights neighborhood. The Princeton Heights neighborhood has about 166-units in it but even in the peak morning period it only generated just over 100 trips. So even though there is 166-units and we're assuming that there are 2 people in all of those units, it should be generating about 330 trips but that's not how much traffic comes and goes in the morning. If you start to look at some of those

people who are leaving early who might have to be at work at 7:00 am; so they would be leaving between 6:00 am and 7:00 am. Then you have people who are leaving right at the peak and you have people who are going in later after the peak rush on the Northway and when you tally up all this volume here, you wind up with 335 trips. So, that is double of how much this 166 volume is. If everyone has 2 people per household and they're all going, they're not all going at the same time and they're spread out over several hours. The same kind of thing happens here in the afternoon and it takes several hours to reach that amount of volume. When we look at a single hour, we don't have the total number of people who are in there traveling to and from work all at the same time; it's spread out. So when we do our estimate, we want to know how much traffic is happening at that hour and that's what we do with our trip generation. Mr. Ouimet asked again, you did the Hudson Ridge traffic study as well, correct? Mr. Worsted stated that is correct. Mr. Ouimet asked did you compare that study with what you found in this study to determine how many trips would be generated from the two complexes? Mr. Worsted stated the following: We didn't put them both side by side. But the Hudson Ridge project is going to generate about 120 to 140 trips in the morning. Mr. Ouimet asked how many trips is the The Kensington at Halfmoon PDD going to generate? Mr. Worsted stated The Kensington at Halfmoon PDD is going to generate 48 to 67 trips. Mr. Ouimet stated so you're talking about 168 to 207 trips if you add the two together. Mr. Worsted stated yes. Mr. Higgins stated the two major intersections in your study were Stone Quarry Road and Route 9 and then the other end of Stone Quarry, is that correct? Mr. Worsted stated yes. Mr. Higgins asked what is the classification on those as far as levels of service? Mr. Worsted stated the following: The Route 9 intersection varies depending on the approach. Route 9 obviously runs free flow where you don't have to stop at that intersection, so that would operate at a level of service "A". Stone Quarry Road would operate at a level of service "C" and "B". At the other end of Stone Quarry Road/Woodin Road and Stone Quarry Road/Vischer Ferry Road it would operate at a level of service "A" and "B". Mr. Higgins asked is that with the improvements that you're proposing as part of your public benefit on the original submittal? Mr. Worsted stated that is correct. Mr. Higgins stated the following: What was the operation of those intersections before those improvements? I thought one of them was a level of service "D" and one of them was a level of service "F". Mr. Worsted stated today, without that turn lane, the approach is operating at a level of service "D" in the morning. Mr. Higgins asked is that making a right to head south on Route 9? Mr. Worsted stated the following: That doesn't divide it up because it's only a single lane. So, the movement coming out to Route 9 is a level of service "D". Mr. Higgins asked how about the other end of Stone Quarry Road? Mr. Worsted stated that is a "B". Mr. Higgins stated so with your improvements, you're actually improving the level of service at the Route 9 intersection. Mr. Worsted stated the following: Right now yes. Right now you have a level of service "D" and when you break up the right turn, that right turn becomes a "C" and the left turn winds up being an "E" because now there is left turn traffic but right now everyone is stuck behind whoever is first in line. When you put in the right turn lane, those right turners can now turn right freely without having to wait behind someone who is waiting longer to make a left turn. So, in the morning you have 2,000 vehicles coming down Route 9 and the people who are turning left are obviously going to have to wait longer because they have to make a more critical movement than the people who are turning right. Mr. Berkowitz asked have you taken into account the people who don't want to take that left hand turn that are going to go down Stone Quarry Road, up to Woodin Road and up to Grooms Road? Mr. Worsted stated we looked at the distribution of how much traffic is flowing through there and we do have a percentage of traffic going up Woodin Road. Mr. Berkowitz stated that would make more sense if you are going to be traveling north; you would go up Woodin Road and cut across to Grooms Road and I personally wouldn't wait the 4 to 5 minutes that it's going to take. Mr. Worsted stated the following: Yes. In

the morning we have 4 vehicles coming up here to make the left hand turn to go north. Mr. Berkowitz stated how many people are coming down Stone Quarry Road and going up Woodin Road? Mr. Worsted stated 2 or 3 people. Mr. Berkowitz asked how many people are coming down to go to Vischer Ferry Road to go to the Northway? Mr. Worsted stated the following: Most of the traffic is going to do that. We have 21 in the morning and 13 in the afternoon. Mr. Berkowitz asked what's the background before anything is even built on Stone Quarry Road? Mr. Worsted stated the following: We have our existing traffic volumes at around 160 or 170. Mr. Berkowitz asked is that per day? Mr. Worsted stated the following: No, that's in a single hour. When we add in our background traffic, we have a growth rate in there. We have some other projects such as the Halfmoon Village and Yacht Club, Linden Village and one other project. We obviously have Hudson Ridge, which hasn't opened yet, so we have that background traffic volume in here also. Mr. Berkowitz asked would it be safe to say that you're increasing it by 33% or 50%? Mr. Worsted stated yes it's probably about a third and this is the traffic that would be out there without the project. Overall if you go back to the diagram; we're adding about 4 percent down here and up here we're adding 1 percent. At the Woodin Road intersection we're adding 7 to 10 percent. Mr. Berkowitz asked what improvements have you made or are you going to make at that intersection? Mr. Worsted stated the following: The improvements are scheduled for the spring. When you come up Stone Quarry Road and you come to the stop sign at Woodin Road, you have a huge rock out cropping on your left hand side and it's basically taking back that rock. As you get into the middle of the intersection, you will notice that you can't see over the hill so you really don't know if cars are coming, particular during the day. At night you can kind of see the reflection of some car lights. It is changing the contour of that hill so that it gives you increased sight distance. Mr. Berkowitz asked by how much? Mr. Worsted stated I don't know that number off hand. Mr. Hoblock stated the following: It's a lot. That whole intersection is coming all the way down so you have straight-line vision as you look left. Mr. Berkowitz asked is it the same thing with the other side where that hill is coming out? Mr. Worsted stated yes, as you approach Route 9, it is a very level road and you'll notice that you can see the stop signs in the distance but they almost look like they're level with the road and as you get to the last 100 to 200 FT it drops down. So, you won't have that same little drop down anymore and it will be much more smoothed out and you'll be able to see the stop signs much further away, and a right hand turn lane. Mr. Ouimet stated as part of the approval of the Hudson Ridge project you're doing a right turn lane onto Route 9, correct? Mr. Worsted stated yes. Mr. Ouimet asked and without the additional counts would it operate at the same level? Mr. Worsted stated no, without this project it will operate better than that. Mr. Ouimet asked so you're going to degrade the intersection by adding the additional units? Mr. Worsted stated the following: Hudson Ridge is obviously going to have traffic coming through here and it's going to operate at a certain level. When we add in this project's site, it's going to add more traffic. Mr. Ouimet stated and the level of operation will go down, correct? Mr. Worsted stated the level of operation will stay the same and the delays would decrease by about a second. Mr. Ouimet stated the following: I'm confused. Before you just said it was going to go down and now you're saying it's going to stay the same. Mr. Worsted stated the actually letter grade will stay the same but the delay associated with it, would increase and it will increase by 1 second per vehicle. So, if it is a level of service "C" with just Hudson Ridge and it's 18 seconds of delay, then when we add in this site, it's going to be a level of service "C" with 19 seconds of delay. Mr. Ouimet stated the following: Just so I understand this. Once Hudson Ridge is development and the road improvements that were promised under the Hudson Ridge PDD are in place, you are going to upgrade the intersection of Stone Quarry Road and Route 9 to a level "C", is that correct? Mr. Worsted stated yes, but if you look at it today. Mr. Ouimet stated I'm not talking about today; I'm talking about the improvements that have already been approved. Mr. Worsted stated after the



improvements are built, there won't be any change after Hudson Ridge and when this site comes in. Mr. Ouimet stated there won't be any change; even though you are adding 48 to 67 new trips? Mr. Worsted stated the following: We are going to add 11 cars to that movement. So, not all of the 48 and 67 trips are going to go out to that intersection. It would only be a percentage of it. So, we're going to add 7 cars and 11 cars in the peak hours. That is why this movement goes from 18 seconds down to 19 seconds. Mr. Ouimet stated the following: You explained in response to Mr. Berkowitz's questions where the traffic is projected to go out going towards the Northway or Vischer Ferry Road and you talked about the Woodin Road exit, which is a triangular intersection. Did you consider the impact of traffic from Stone Quarry projects on the intersection of Stone Quarry Road and Vischer Ferry Road as you go straight across the road as opposed to making that left hand turn? There are two ways that you can exit onto Vischer Ferry Road; one is by taking the left turn where you are making the improvements to the vertical rise of Woodin Road or you can go straight. If you were going to go to the Northway, why wouldn't you go straight? Mr. Worsted stated the following: You would and that's what we looked at. We had most of our traffic that was heading towards the Northway obviously coming out to there and making a right turn to go west and that intersection operates at a level of service "A" on Vischer Ferry Road. Then on Stone Quarry Road and Firehouse Road it operates at a level of service "B". Mr. Ouimet stated I know you have a presentation and I'm sorry to interrupt, but thank you. Mr. Berkowitz asked did you say that that intersection of Route 9 and then going north is operating at 18 seconds right now? Mr. Worsted stated not today. Mr. Berkowitz stated the following: What is it doing today? Instead of using "A", "B", "C", could you describe it in minutes or seconds because it easier for me to understand. Mr. Worsted stated 27 seconds. Mr. Berkowitz stated during the peak hour, is that how long it takes someone to take a left hand turn from Stone Quarry Road onto Route 9? Mr. Worsted stated yes, in the morning when it's worse. Mr. Berkowitz asked is it going to go down to 18 or 19 seconds? Mr. Worsted stated yes, this right turn movement would be 18 to 19 seconds. Mr. Berkowitz stated the following: No, I'm talking about the left hand turn. I'm not concerned with the right hand turn. Mr. Worsted stated the following: The left turn is probably worse than the 27 seconds but there aren't two lanes right there now. So, our calculations don't tell you how much the left turn might be and how much the right turn might be. It only tells us how much the approach is. Mr. Berkowitz asked has anyone been at that intersection and timed a car that has gotten to the stop sign, stopped and then waited to go left. Mr. Worsted stated no, we haven't timed the individual movements. Mr. Berkowitz stated the following: So, how do you get 27 seconds and 18 and 19 seconds? Is there someone there timing it with a watch? Mr. Worsted stated the following: No. It's counting how much traffic goes through the intersection and then we use the analysis methodologies developed by the Transportation Research Board. It's in a publication called the "Highway Capacity Manual" and that basically has all the formulas and the methodologies. Mr. Berkowitz stated so this is all just theoretical. Mr. Worsted stated correct. Mr. Berkowitz stated so sometimes it works and sometimes it doesn't because it's a theory? Mr. Worsted stated right but the theory obviously has been developed when the first publication came out probably 20 to 30 years. Mr. Berkowitz stated I have a hard time believing 27 seconds because when I come out on my road and it's a less busier road than this, it can take 1 to 2 minutes for me to get onto Route 146 from Plant Road. Mr. Worsted stated the following: I would say that that's an average of how many people of the volume that's taking a left who are probably going to wait longer and the volume of people who are taking a right that don't have to wait as long. So, you take all of that together and it's coming up 27 seconds. But, as a left turn, yes you are probably waiting much longer than 27 seconds to make a left. Mr. Berkowitz stated I understand it's going to get better with the left hand turn lane. Mr. Worsted stated if you're taking a left, then the left hand lane vehicles will be to the left and if you're making a right, you'll be able to go quicker. Mr.

Watts stated the following: Not to belabor the issue; at one point in Halfmoon a large number of people went towards Albany but I see more people going north in the future. I don't see as many people going to the Northway as you might see going to Route 9. So, the world changes. It's not like this is all an exact science even with the statistics and theories. Mr. Hoblock stated the following: What we're seeing up at the Paddock in Saratoga is more people coming in from out of the country who don't drive and who take public transportation. You're seeing more people carpool then ever and you're seeing private shuttle services. Not just Global Foundries but related companies on how the area is changing as the global impact happens here, we see it and we're watching it. Mr. Watts stated the following: I know the ridership is up significantly on CDTA buses and routes and the incentives that they're giving for riding the buses. I see that the park and ride lots are full so they are getting busy. Mr. Nadeau stated the following: On your Route 9 scenario when you talk about the right lane turn, what criteria do you use that you say "x" amount are going to go to the right. What do you use and how do you know people are going to go to the right and not more to the left? Mr. Worsted stated the following: A lot of it is the traffic volumes and how the existing road network is laid out. For example: If you look at how much traffic is headed southbound in the morning and you have 2,000 vehicles heading southbound and you have 400 vehicles headed northbound; so there's a clear indication that the predominant volume is heading south. In the afternoon you have 1,400 vehicles headed north and you have 700 vehicles heading south. We use statistics like that to help determine where residents of our site may be destined to go. We also look at how much traffic is coming out from Stone Quarry Road and are they going north or are they going south. Mr. Nadeau asked how do you know in which direction they are going to go? Mr. Worsted stated the following: We can't definitively say but we follow the patterns that existing people are doing. So, for example: If Hudson Ridge was already completed and it had traffic coming and going, we would directly to that to see where are these residents going to but we don't have that luxury at this point. So we are looking at the residents of this area who are traveling through the neighborhood. We are also looking at the road network itself. It's unlikely to come down this road, go down Woodin Road and then come back on Vischer Ferry Road if you're heading down Route 9 and it's much easier to make the turn here. So those things go into what we use to estimate the direction of traffic. Mr. Ouimet stated the following: This seems to me Déjà vu all over again. We had extensive conversations when Hudson Ridge was before us for approval. We've been through intersection designs and which way traffic is going to flow and where the work environments are. It just seems to me that Hudson Ridge was a stretch and adding 90 more units to that mix is almost impossible to deal with as far as I'm concerned. Although, I can be convinced, if you can show me that it works, I'm fine with it. Other than that I think it's too much. Mr. Hoblock stated the following: I think there was a lot of back and forth on this and the most significant thing is that this project does not adversely impact any of the levels of the improved intersections. So, once we improve these intersections this spring and you have this project as proposed, the level of services as analyzed under the guides that all the engineers use, the level of services do not decrease and that's for a lot of reasons: (1) the improvements are massive, (2) the unit count is down to 90 and when you look at the traffic out of multi-family communities verses houses, as Mr. Worsted said in the statistics and we see it on a regular basis; the house in a subdivision that has a mother, father and 2 to 3 kids. A third of these units are 1-bedroom apartments. Our apartments are also geared towards empty nesters and retired people. We don't decrease the numbers for it but realistically that's who lives in our communities and that's who you see and that really decreases the counts. So, that's very significant. On the bar graft the light purple represents what exists today and someone asked if the maroon color represented the proposed PDD. No. This is the proposed PDD and this is the proposed Halfmoon Village and Yacht Club, which I hope is built some day but it's not being built tomorrow. Linden Village, which I think

is 400 apartment units, I don't know where that is in the process but that's not going tomorrow. I think it had 2 or 3 other very large unbuilt in the approved process and the one thing I don't think was made clear was the focus tonight is this; what is our proposed PDD do to the improved traffic network around our job and the answer is it doesn't adversely affect it and that's the bottom line. In Hudson Ridge it was night and day, we were in trouble and nothing worked because everything was "F's" and everything was "D's". Here we are completely redesigning two intersections to the tune of about \$800,000. But it goes to how significant those improvements are. They are massive, absolutely massive. So, when you compare this to Hudson Ridge, I don't think you can do it because I was here for a long time with this Board and we came up with something that worked. We went through the scenarios tonight of what did it do. It turned an "F" to a "C" and that's pretty impressive. We took failing intersections and made them work. Mr. Berkowitz stated but we don't know that yet. Mr. Berkowitz stated the following: I'm not saying that I'm for the project or against the project but say we approve everything and it doesn't work. Where does that leave us? When you're not in front of this Board anymore where we are looking at people or residents that are looking at us saying, "how did you do this"? Mr. Hoblock stated the following: I think that's why all you can do is rely on engineering science. Mr. Watts stated the following: Science is an interesting word. The Planning Board has a role too and this Planning Board does not relegate its decisions to opinions of engineers or legislature. Our Planning Board consists of seven people who live in the Town and most of us have lived here for a very long time and we try to bring our thoughts to the process. We do have the final vote on what gets approved and what doesn't get approved. We give it our best shot, we listen, we are thorough and we listen to the public when we hold public hearings or public informational meetings. We like to have all the information we can when we make a decision. Like Mr. Berkowitz said, "we're here and we will look at it". At this point they have presented the traffic study and asked CHA to respond to that traffic study. Mr. Bianchino stated the following: We had started to review the resubmission that was made and when we knew that the traffic study was coming, we waited for that. We will now go through everything and then respond back to the applicant. Mr. Hoblock asked Mr. Bianchino if he was waiting for the Environmental Design Partnership (EDP) response to CHA's comment letter. Mr. Bianchino stated the following: Yes. Again, we started that review and then we knew the traffic study was coming in so we held off on that. Once we finish the traffic review, we will finalize the letter and get it in to the Board.

This item was table and referred to CHA for additional technical review.

Mr. Ruchlicki made a motion to adjourn the January 14, 2013 Planning Board Meeting at 8:50 pm. Mr. Higgins seconded. Motion carried.

Respectfully submitted,  
Milly Pascuzzi  
Planning Board Secretary