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MINUTES MEETING
Town of Halfmoon Planning Board, 2018
June 11, 2018

Those present at the June 11, 2018 Planning Board meeting were:

Planning Board Members:

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

Planning Board Alternates:

Mike Ziobrowski

Director of Planning:

Richard Harris

Planner:

Paul Marlow

Town Attorney:

Lyn Murphy

Deputy Town Attorney:

Cathy Drobny

Town Board Liaison:

John Wasielewski
Jeremy Connors

Chairman Don Roberts opened The Planning Board Meeting at 7:02 pm

Tom Koval made a motion to Approve the June 11, 2018 Planning Board Minutes. Tom Werner seconded. Minutes Approved.

Public Hearing:

18.077/ 18.078 **St. Luke's Episcopal Church Expansion, 40 McBride Road - Site Plan Renewal & Special Use Permit**

Don Roberts: Would anyone like the notice read? (no comments)

Reverend David Hague: Hi Im reverend Dave Hague from 40 McBride road ,and as you see from the sketch we needed a little bit of larger conference room for larger meetings and thats what we are

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requesting its 36 x 38 extension off of the gable end of that one end and just a reminder that the church which is in the red is not there , that says future church and but the future rectory on the plan that is there , thats where I live.

Don Roberts: That's it.

Reverend Dave Hague: That's it

Don Roberts: Thank you ok I would like to open the Public Hearing would anyone from the public like to speak? (no comments) Seeing no one wishes to speak Ill close the Public Hearing comments by the Board members?

John Higgins: Just want to confirm that last row of parking is not there?

Reverend David Hague: Correct, and that would be there if and when we need the future church

John Higgins: I just wanted to bring that point up

Reverend David Hague: Yes, absolutely

John Higgins: That last row of parking is not there

Reverend David Hague: Is not there correct

Tom Koval made a Motion to Approve St. Luke's Church Site Plan and Special Use applications. Marcel Nadeau seconded. Motion Carried.

Tom Koval made a Negative Declaration Pursuant to SEQR. Marcel Nadeau seconded. Motion Carried.

Richard Harris: I just want to clarify that is for both the site plan and special use permit.

18.036 Pinebrook Hills PDD, Farm to Market Road - Major Subdivision

Don Roberts: Would anyone like the notice read?

Mike Bianchino: Thank you Mr. Chairman my name is Mike Bianchino I'm here to represent Pine Brook Hills Subdivision Im here representing Ivan Zhdrahal, and with me tonight I also have the attorney for the project Donald Zee. The parcel itself is a 90.3 acre parcel located on the northwest side of Farm to Market road , just south of Angle lane, the site is the location of a previously approved and filed standard subdivision which was called the Meadows of Halfmoon and was also known as the Klearsy Subdivision thats the map thats shown on the screen right now as you can see the way the parcel was approved there was the lots themselves took up significant portion of the site , when we originally came in for this project it was proposed as a PDD which we presented in this manner you can see that there is a lot more green space , open space shown on the parcel this was the original subdivision plan that went in with the PDD it shows a road configuration that has since changed , thank you Mr. Marlow, this is the current proposal that was the subject of the PDD approval by the Town Board on November 15, 2017 , as you can see the change basically we moved the driveway or the roadway location farther to the north away from the houses along Farm to Market road that front near the proposed parcel. This is the way the subdivision was presented to the Planning

Board and to the Town in March of 2018 the total number of lots proposed is 66 the minimum lot size is 10,000 sq ft the minimum frontage for the lots is 65 ft. The overall density of the proposal is .9 units per developable acre, the lot area proposed is approximately 18.7 acres and that's the area that's shown in yellow on the map and that area is approximately 21 percent of the overall site. The common open space and the deed restricted open space which is shown in the various green colors that makes up approximately 64 acres of the site or about 71 percent of the parcel so 71 percent of the parcel will be either common or deed restricted open space. The Town road that's proposed that length of Town road is about 3500 lineal feet the originally approved subdivision was about 4400 lineal feet so we have reduced the amount of roadway that will be dedicated to the Town by about 900 ft. The percentage of the site that is either right of way or stormwater management area is about 8 percent. The subdivision plan also show a proposed interconnection with a subdivision that was recently approved by the Planning Board, the lands of VanWert, that subdivision also accesses off the street to the Rolling Hills subdivision in a right of way that was left near the existing water tank at the top of the hill. There is also a proposed future interconnection to the lands to the south which were lands formerly of Tribley that was, that interconnection was required and approved as was part of the originally approved subdivision back when it was the Kleary subdivision, and that is located in this location here. At this point its just a paper street there are no current plans that I'm aware of for the parcel to the south, the reason for that interconnection was because Arlington Heights which is located down in this area here also has a stub street which goes back into the Tribley Parcel and it was from a long range planning stand point, they wanted to provide the ability to access the various locations for that potentially developed land in the future. As outlined in the PDD legislation the project will contribute either fees or in kind construction in accordance with the north Halfmoon generic environmental impact statement and that's to mitigate the projects fair share of the cumulative impacts of development in the area. For our project we are proposing an extension the GEIS proposed an interconnection of water main down Farm to Market road from where it currently ends at Angle lane to Moreland drive, the GEIS requires that to be a 12 inch line in order to serve the project we only need an 8 inch line to this location however in order to accommodate the GEIS improvement we're proposing to upgrade that line to a 12 inch line and all the way from the 12 inch line on Angel lane and again interconnect it down to the existing line on Moreland dr. That will create an overall system loop for the water department and should improve the pressures in the Arlington Heights subdivision and in this whole area. The project also includes some additional public benefit and is part of the PDD the public benefit was outlined and includes in the extension of a water main on Staniak road from Bent Grass where it ends now to the end to about where the bend is in Staniak road and that will provide water for these residences along Staniak which currently are on wells. Thats about 2000 lineal feet of 12 inch water main, the public benefit that we've also included, if Paul you could go back to the subdivision plan please thank you , includes the addition of a dedicated land for a right of way to allow the Highway department to install a turn around at the end of Angle lane , that will allow for plows to turn around , in the emergency vehicles turnaround, that was requested by the Town. So those are the two major public benefits for the project. The updates on the project since we were left the Town Board again as I say we did relocate the intersection approximately 365 feet to the north, another update with regard to traffic and we did receive an update from the Supervisors office that as far as the Farm to Market road , route 9 intersection , which was the subject of some public comments at the Town Board public hearing , the Supervisor was informed that 250,000 dollars worth of funds have been committed to those intersection improvements at Farm to Market and Route 9, NYS DOT has committed to prepare improvement plans for the redesign of that intersection and also that that design is currently underway at NYS DOT. We have also held a meeting with the Town Engineer and with the Highway Department to go over the specifics of the area to be dedicated to the turn around and we did come to an agreement which is included on the current plans as far as how that design will be done. As far as the subdivision engineering the plans and reports were submitted to the Town and TDE in March of 2018, the Army Corps wetlands 17.7 acres have been delineated and confirmed by Army Corps of Engineers, the soils throughout the site are predominately sandy loams , the sewer connection will be to the Saratoga County Sewer district line on Farm to Market road via onsite low pressure sewer those plans have been submitted and approved by the Saratoga County Sewer District , the water connection is again to the Town of Halfmoon Consolidated water district by extension of the main that I mentioned before and that has been also agreed to and approved by the Water department. Stormwater and drainage are designed per NYS DEC and Town of Halfmoon standards with regard to current standards and utilizing green infrastructure components, the storm water management areas which are shown in blue on the map will be owned by the homeowners association. We did receive a comment letter from CHA in April of 2018 we have

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worked through and are working through the details of those comments with both Joe Romano the Town Engineer and John Pingelski, and the balance of those comments are going to be addressed or are being addressed and we will be submitting a follow up letter outlining all of those issues but at this point there are no issues with regard to the engineering we feel fairly confident that everything is fairly complete and we are here to answer any questions.

Don Roberts: Thank you Mike, at this time I would like to open the Public Hearing, would anyone from the public wish to speak? Ok Please come forward one at a time and state your name and address for the record cause its recorded and please make your comments.

Robert Charbenaux: I have more of a comment than a question, my name is Robert Charbenaux from 23 Saville Row and my question to the engineer here the architect if you can tell me, I'm trying to determine, I live on 23 Saville Row which is right on the far end of Saville m closest to the property right here, what the distance is in between there any thoughts approximates anyway?

Mike Bianchino: There was a comment, Forgive me I'm just looking it up to be sure , there was a comment that was raised during the Town Board public hearing and you raised it , to confirm the closest proposed lot line is off set 150 ft from the northeasterly corner, so that's this area here

Robert Charbenaux: Can you shrink that a little bit so I can see where Saville row is.

Paul Marlow: You won't be able to see it.

Mike Bianchino: These are the lots on Saville correct?

Robert Charbenaux: Ok so that is the end of Saville, ok so you are running right up against the property line of Saville, of Arlington Heights

Mike Bianchino: This is one of the corners here and this is the back end of the lot but the houses will be up obviously around here

Robert Charbenaux: Right when we come down my house ifs toward the middle of that bunch right there, I was trying to determine that distance that is across there

Mike Bianchino: From here up to here

Robert Charbenaux: Yea, that is pretty significant right yea

Mike Bianchino: I mean yea this is 60 feet width so you

Robert Charbenaux: ok thank you very much

Don Roberts: ok thank you, next gentleman

Michael Spectre: Michael Spectre 38 Ridgewood drive I have a question about the stub, interconnection from this new development to Ridgewood Drive would you imagine that most of the traffic would come up Farm to Market and on to this new road here and would you imagine that there would be any traffic increase on Ridgewood drive taking that stub back into this development?

Mike Bianchino: No , my , I think the people who live in this development will be coming in here to access this development as you can see the road is fairly circuitous, I dont believe this is going to turn out to be any kind of a short cut into here I think what you'll fine is that people from the new subdivision the adjoining subdivision will either

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come out this way depending on which way they go but I do not see Ridgewood drive , as you know obviously living up there is another securities route from the main drag , so I dont imagine that there will be a lot of interconnection.

Michael Spectre: If you zoomed out a little bit where it the stub with the water tower in this?

Michael Bianchino: You can't see it its up here

Michael Spectre: Ok that subdivision in between, what's the plan for that? Are there any plans for that?

Richard Harris: Yea thats is an approved subdivision and actually the company that just recently bought that land it was called the VanWert Subdivision that was the owner, it has been purchased by a company called TP Builders, they are any day now looking for what's called a pre-construction meeting with the Town which is the kick off of installing the infrastructure which is the road, water, sewer so I would imagine some time this summer the builders would start constructing that road.

Michael Spectre: And those, they would come through Ridgewood drive to start building that?

Richard Harris: They would have to yea at this point that would be the only means of egress into there would from Ridgewood the stub off of the water tower, yes

Michael Spectre: So building this road will actually give people another way to get back in there so it's actually..

Richard Harris: Yea actually when we had the public hearing last year I think it was on what we called the VanWert which is the spot at the top , we had several people from Ridgewood drive concerned with the buffer wanted to make sure , but actually a couple spoke on the record , you might have been here that they were hoping this builder could build a connection all the way through to Farm to Market , in the interest of access out of Rolling Hills , I believe thats why they were interested in it , because they understood that they would , this is my own opinion but Ridgewood Drive would benefit the most to getting out to Farm to Market that way , but it is still a little if you are heading to parts east your not going to do that from Ridgewood, you're going to go out that side.

Michael Spectre: No I'm just worried about more traffic on Ridgewood its very, very quiet back there right now, kids riding their bikes around really not many cars so that's really the key concern

Richard Harris: Yea that did come up during the public hearing on VanWert, we will gladly, building planning departments go out there and have the builders put in extra signage that type of stuff but there will be construction vehicles going through probably starting this summer.

Michael Spectre: Ok, thank you.

Don Roberts: Thank you, yes sir

Stanford Ciccolo: My name is Stanford Ciccolo I live at 3 Saville row in Arlington Heights , I just heard this evening that the intersection at route 9 and Farm to Market road is being considered for a rehab, and improvement, I don't know but it seems to be in the very early stages of planning. Last week a large 18 wheeler tried to make a right from route 9 north bound onto Farm to Market road going easterly he demolished all the guardrails and was stuck on top of the guard rails and totally blocked the intersection , I know this I was there I was right behind him. The entire intersection was closed off for hours the place was chaos, bumper to bumper traffic from Farm to Market road all the way south through out 146, this intersection is dangerous and its inadequate for the traffic that is on it and in the conditions its under right now, I'm here by asking this Board to consider a moratorium on any development that adds traffic to that intersection. I think that should be taken under serious consideration, thank you.

Don Roberts: Thank you Sir this Board does not have the authority to declare a moratorium but thank you for your comments, yes Sir.

Dan Siarno: Good Evening my Name is Dan Siarno, 41 Gladstone Circle in Arlington Hills. I reiterate what me Ciccolo just said there, and first of all I want to just say thank you for the consideration for making the water pipe line 12 inches to improve water pressure in Arlington Heights, I think that would be much appreciated by the residents there. With regard to the intersection I looked at the notes from the previous minutes and it indicated there that there was some coordination work that was started on the synergy project which is on the Kinns road side of Route 9 there, I just want to see if I can ensure that the Synergy folks who may be providing input to DOT I don't know if they have I thought that was suggested last fall at the meeting about what they would like to see as far as turns go there, I want to make sure that equal consideration is given to the traffic coming down to Farm to Market at that intersection as it is coming over Kinns road at that intersection and I don't see anything where I understand you can't put a moratorium on it but perhaps any decision on this community can be withheld until we see what that intersection looks like and to see if traffic truly has improved there at the intersection before a decision is made on this project, and other projects that will happen perhaps down the road on Farm to Market that will increase the traffic at that intersection, thank you.

Don Roberts: Thank you, we do know that that is being looked at, that intersection is being looked at for improvements but we don't know all the details yet but it is being worked on, just so everyone knows, anyone else? Yes sir.

Brian Buck: Brian Buck I live at 318 Farm to Market road, I've got a couple of concerns I do appreciate the new development of the entrance of the Pine Hills subdivision being farther north but I've lived at 318 Farm to Market for the last 7 years and I have found that that stretch of road is nothing but a drag strip, I have difficult time getting in and out of my driveway at times, you've got a school bus that stops you get a garbage truck that stops and the traffic backs up, but the biggest concern is that length of road is a drag strip, I live there I see it, and I know the Town had assessed that as well, the only time people slow down is about where this proposed new road is going to be, there is a little turn out there that the Sheriff and the State Trooper sits at and I've gone down and talked to them on numerous occasions and applaud their efforts but as soon as they leave its back to the drag strip. That's a public safety concern, concern for myself, it should be a concern for the Town but I do know that we do have development, that's enough said on that, but I do have a question about the construction and the water-main, I've looked at the design drawings and the current design drawings show the crossing from what I would call the north side of the road to the south side of the road encroaching on my property, just west of my driveway I would suspect that the Town or the County will require that the road will be directional drilled that it will not be open cut, it'll take a considerable amount of space for a 12" water main to set up directional drilling equipment across from my house and on my property, further west is vacant land there is a house directly across the street from where I live that house has been vacant long before I moved in, it has a dirt driveway, I don't see why the water main couldn't continue further down that side of the street and then get into this vacant area where it would be more than appropriate for setting up the directional drilling equipment. Comments?

Mike Bianchino: I am not sure if you can see it but, the 12" main that we are running on Farm to Market road, this is the planning profile for that sheet, what we are proposing there is an existing sanitary force main on our side of the street, on the development side of the street what we are proposing to do is run the water main in an easement that's outside the right of way along the portion of the property that we control, it will run that way until we get to the project parcel and at that point again we are outside the right of way we would, we are proposing the plans propose to jack and bore from the northwest side of Farm to Market across to the southeast side, the target as it is proposed right now is about the corner of the gentleman's parcel, which is here avoiding his driveway and going in this direction. We have investigated and not gotten a response back yet on the possibility of extending an easement down along this area but without a willing participant in that easement we can't commit to running a line continuing outside the right of way down there but we certainly, we hear the comments and we hear the concern and the original design again was to avoid any disturbance to the driveway and in front of the parcel here and I know the comment also eluded some drain improvements that were in there which we would not propose to impact any of those improvements so we would not

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be changing the drainage or modifying any of that but again it is, the original design specifically looked at avoiding that area which is right here which is in a diagonal crossing not a direct bore across the street, so as to disturb as little of the property as we can we would be working totally in the right of way not on private property in that area so I mean that's where we are right now.

Don Roberts: So you are not going to be physically on the gentleman's property at all?

Mike Bianchino: No we will be in the right of way

Don Roberts: ok thank you,

Richard Harris: Mike is there a reason you can't have a greater angle on that pipe?

Mike Bianchino: Yea, this was the original design with the angle and it goes for almost to the corner but we can look at increasing that angle a little bit more so the bore would be just a little longer but you know again it's we've got to get a force main on this side, we've got a sanitary force main on that side so we've got some utilities we have got to avoid but we can do that.

Don Roberts: Sir please say your name and address again for the record,

Brian Buck: Brian Buck I am glad you brought up the gas main, you come on the south side of the road and your going to be paralleling the gas main and I'd rather see somebody parallel the force main sewer than a gas main, I just retired from National Grid and I was director of gas operations for 34 years and I've seen my share of problems with people digging around gas mains, that's a huge concern for dig safe.

Richard Harris: Brian, I think that if he angles that water line to by pass your property that is something that you and I talked about at the counter it would come out further west it would cross Farm to Market road and end up just west of your property and that's someone's front yard right?

Brian Buck: There's a pretty steep slope there you've got a culvert that crosses the road that's already existing you've got the gas main that's running in the right of way and it's the back side of my neighbors property that he lives at, I don't know what the house number is on Moreland drive and he's had a lot of work done in the back of his property to provide drainage because he was getting flooded out from all of the water coming off the road, I don't know whether that culverts feeding north to south or I would assume north to south which also aggravates the situation when there is a lot of water, springtime the border between my property and his property is pretty wet, and right now you want to go in there and disturb the soil it's going to me it's going to aggravate the situation, but safety we talk about safety constantly, and between the road and the traffic, and the gas main I think the Town really needs to take that into consideration on the design.

Don Roberts: thank you sir, Mike, like to comment about the gas line?

Mike Bianchino: Well whether it's the utility on this side or this I understand the gentlemen's concern about the gas main but obviously the intent is to do this work in such a way as we get dig safe out there, we know where everything is, we locate where the gas main is you know it's obviously, the construction in that area will be definitely we'll be careful as they go through there, as I said if we could get an easement here but we have not gotten any response back on going along the north side.

Don Roberts: Are you still going to work on to that?

Mike Bianchino: We can see what we can do

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Tom Werner: What is the width of right of way you have available to work with, with the gas line and the proposed water line?

Mike Bianchino: It's 50 or 60 ft there? I think its 60 feet in that area

Tom Werner: That's the total width of right of way of the road?

Mike Bianchino: Total

Tom Werner: So where is that from? Would you say from the shoulder over to the right of way line?

Mike Bianchino: The roadway is 20 feet there is not much of a shoulder on that road, so you've got 15 feet, 25, 15 something like that, something in the 15 foot range from the right of way line to the edge of the pavement.

Mike Ziobrowski: Couldnt you do a directional bore in the easement directly through the lands of Robert R and Pamela J all the way along but not open cut? Directional bore you can pick up utilities and they're almost accurate with in an inch, so that way you have plenty of room to basically as, as you have mentioned before you when you do the directional bore you have the real estate on the western side of the road to open cut and go underneath and then come back past the lands of Robert R. and Pamela J., so your not cutting across your going underneath that property

Mike Bianchino: What your saying is from this point, just so I understand, instead of diagonally across you want to directional drill it parallel to Farm to Market and then cross up near Moreland drive?

Mike Ziobrowski: Yes

Mike Bianchino: We can look at that

Don Roberts: Ok, thank you, anyone else? Yes M'am

Tammy Cardinelli: Good Evening my name is Tammy Cardinelli and I live on 316 Farm to Market Road, I have a number of questions as I have before but I just want to know what sort of provisions your making for the impact of construction, all of the dump trucks and all of that is there another road to get in there, its going to hold up traffic and then, one school bus holds up on average I was out there this morning six cars.

Mike Bianchino: There is no other provision the bottom line is its the County Highway so we are going to use the County Highway access to access the site for construction vehicles, thats the most appropriate way for us to access the site is using the County Highway, recognizing that as with any County Highway you've got more traffic, and you could end up with conflicts but obviously thats not the intent of construction but it is a County Highway and thats the reason its there.

Tammy Cardinelli: But again my kids get on the school bus on this road so with the speed of these people flying down the road then having to turn into the , cause most of the construction vehicles will be coming from Route 9 as is typical and they have to cross traffic to get into this development so now this backs up traffic which not only backs up our driveway its going to be a concern about getting in and out of our driveway also you have all these flying at 45 miles an hour which we know are more like 55 mph and then coming to a screeching halt to wait for people to turn in its just kind of scary for me again as my children get on the school bus. Is there, I dont know if we can slow down speed of traffic there during construction or we can do something to modify it so that it's not such a scary situation?

John Higgins: Well we can certainly sign the are to show that there is construction ahead and you know potentially its a construction zone slow people down I think when you start talking about gravel and what not , I think a lot of the gravel actually comes from the east side of Town and the north side of Town so there will be a lot of traffic coming

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from 146 and from 236 actually to the site so they'll be a lot of traffic coming west bound that will make right turns into the site as well so I think a majority of the construction at least when you start talking about gravel , a lot of the gravel comes from the north and the east.

Tammy Cardinelli: But a lot of your deliveries will probably come up Farm to Market from Route 9 and what is your estimated duration of construction? How long is this going to be going on?

Mike Bianchino: 9 Months, the construction of the infrastructure will be 9 months.

Tammy Cardinelli: So this is likely going to go into likely go in through winter months?

Mike Bianchino: It depends when they start

Tammy Cardinelli: Ok, and what about how long is the construction going to take where you are going and putting in the utilities along side of the road because that is going to have a huge impact on not only us getting in and out of our properties but just on traffic alone because I assume that you are going to have to stop traffic one way or another?

Mike Bianchino: Well again the only, right now the way it is designed, the waterline construction is all well off outside the right of way actually on the majority of that is on an easement on our property and this is a bore which can be done with out closing traffic if we bore there if we run down the road and cross here again we can still bore it so we can do the entire water line construction with out disturbance to traffic on Farm to Market.

Tammy Cardinelli: Ok, again, again my concern too is with that traffic at the corner of 9 and Farm to Market , the tractor trailer accident was one of many that happens there the accident held up my daughters school bus by the time they were an hour late getting home so again I would kind of like to personally I think it would be best to wait to find out what they are going to do at that corner because not only are we now , we had our last meeting we had about this adding 90 additional cars in the morning and in the afternoon approximately and now your talking about that other subdivision thats been proposed thats being connected thats going to be a lot more lots and thats a lot more people that could be coming through that area so that corner is just going to be more and more congested unless something is done, and then signage , what kind of signage are you planning on putting up and where, like a development sign are you putting something are there going to be lights on it are there going to be

Mike Bianchino: I dont think we have shown anything on the plan or gotten that far.

Tammy Cardinelli: ok alright because that would impact not necessarily, and thank you again for moving the road down, but that could impact the families that are in that Victor Farms Development, if there is lights there because again that's above their homes but, ok I think that was all my questions thank you.

Don Roberts: Thank you M'am anyone else?

Donald Zee: Donald Zee attorney for the applicant , I just want to clarify this young lady had just mentioned that there is some sort of comment at the last meeting that there would be 90 more trips thats not what was said in the record , the record was indicated that there would be 17 additional trips , 17 more than what was previously approved in the subdivision that had been filed , the Klearsy Subdivision so with the increase from the number of lots what we have from the Klearsy subdivision which was initially I believe 49 and now we have 66 approved then the increase in the a.m. trips would be 17 trips not 90.

Tammy Cardinelli: Tammy Cardinelli 316 Farm to Market, your saying that 66 homes are only going to produce 49 cars plus 17 thats it, I disagree I think there is going to be quite a bit more of traffic than that I mean most homes have 2 cars and a lot of families have a mom and a dad that work so I disagree especially with the traffic that's coming through from the other subdivision so I would like that taken into consideration please.

Don Roberts: Anything to add Donald? Ok, Sir

Dan Siarno: Again Dan Siarno 41 Gladstone Circle in Arlington Heights I didnt hear if there was any kind of a time frame for when DOT planned on working on the intersection on the corner of route 9 and Farm to Market I dont know how quick the DOT works if its a 2 year, 5 year 7 years down the road I dont recall hearing any kind of time frame does anybody have any idea how long that would be?

Tom Werner: My understanding is they expect to be working on the design this summer they have a number of projects I happen to speak to a person that's directly involved and he said sometime this summer they will be doing the design for that, as to what the improvement would be at this point I don't think we know, presumably it would be some sort of left turning lane perhaps, whatever, but that is just speculation on my part.

Don Roberts: That's the design not the actual physical work

Tom Werner: it's just the design; documents would have to be prepared for a construction letting

Dan Siarno: So then we dont know if that intersection would be completed before the subdivision if it were to be approved or completed is that correct?

Don Roberts: Correct

Dan Siarno: And that would mean increased traffic at the intersection before the intersection got completed, repaired?

Tom Werner: I dont know what the time frame is for the actual construction and sale of homes in this proposed development I mean it might be coincidental

Dan Siarno: So it's possible that the intersection can be done after

Tom Werner: I think we will know more at the end of this summer we will have a better idea from

Dan Siarno: Im just concerned about having a lot more traffic there before the intersection is completed

Don Roberts: Understood we just don't know the answer to that sorry. Anyone else? Hey Rich I believe we have an email to add to the record, you don't need to read it but we are going to add it to the record right?

Richard Harris: Yes it was an email from Mr. Buck, you each received copies of it we will include it in the file.

Don Roberts: So that's part of the record

Richard Harris: Yes that is correct

Don Roberts: Now this application has to be approved by The Saratoga County Planning Board and it may take more than one meeting to get that accomplished, if it happens so we are going to leave the public hearing open so we do not run into any time constraints on our end, so once the County makes a decision we will take this up again at a future time

Richard Harris: We do expect this to be on their June agenda and if we have that decision it would be before the next meeting on June, our meeting on June 25th so...

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Don Roberts: So we are at their mercy so we don't know, so we are going to leave the Public Hearing open and once they make a decision we will take it up at that point

Lyn Murphy: I would suggest Mr. Chairman if it is ok with you that you adjourn it until the 25th because if you don't give a date at a public hearing you're going to have to re-notice everyone and go to the cost and expense of that

Don Roberts: Ok, thank you Lyn, so we will adjourn it we are not closing it we are adjourning it

Richard Harris: Correct, and we will have it on the next agenda for a public hearing also

Don Roberts: We will have it on a Public Hearing for the 25th, thank you Lyn, alright, ok thank you very much.

John Higgins: I've got a couple questions, all the open land you mentioned that the homeowners association is going to own the two storm water retention how about all of the rest of the land?

Mike Bianchino: the Homeowners association

John Higgins: So the homeowners association is going to be responsible for the property taxes on all of the land?

Mike Bianchino: Correct

John Higgins: Ok thank you.

Don Roberts: an please this happened before in the past good point John, please make sure that when your selling the houses that are being sold the purchasers are aware of that, because they call the Town thinking that the Town is going to do things that the Town's not going to do when it comes to common land.

Mike Bianchino: Noted

Don Roberts: Make sure that they know they are responsible not the Town

Mike Bianchino: Yes sir

Don Roberts: Thank you very much

John Higgins: And what happens if the homeowners association is not viable enough to pay the tax obligation on that property?

Lyn Murphy: We have created basically when they file for their HOA the way they are written now they can take, if you don't pay your HOA fees they go on your tax bill and they take your property, so pretty much Don is a genius at writing the language to make sure that, that doesn't happen because that was a huge concern on the Town's part it did happen in the past but they are changing the way that they are being written and the State is changing their requirements as well.

John Higgins: Ok thank you.

Mike Bianchino: Thank you.

Don Roberts: All set thank you Mike.

6/11/18

The Planning Board Adjourned the Public Hearing for Pinebrook Hills PDD until the June 25th 2018 meeting to be able to get a ruling from the County Planning Board.

New Business:

**18.090 McBride Irrevocable Trust/St. Luke's Episcopal Church Lot Line Adjustment & Subdivision,
12 McBride Road & 40 McBride Road - Minor Subdivision**

Kevin Weed: Good evening for the record my name is Kevin Weed with VanGuilder and Associates here on behalf on the applicant Eric Connors. The application we have before the Board tonight is for a minor 2 lot subdivision and lot line adjustment. the property that we are proposing to subdivide is 12 McBride road which is the existing McBride Sports Complex, the proposed lot will be for a single family residence which will be supplied with a private well , a private septic as shown on the plans, access to this single family residence will be accomplished through utilizing the existing entrance into the McBride's sports fields so there will be no new curb cut on McBride road, but for zoning compliance we are also proposing a lot line adjustment with St. Luke's church to the north to essentially convey a 20 ft. wide strip so there will be 20 feet of frontage along McBride road , a 20 ft wide strip into this newly created lot , and that is strictly for zoning purposes. The new lot we are proposing is proposed to be 3.39 acres in size, the resulting St. Luke's property will be 8.80 acres in size and 12 McBride Road the resulting acreage will be 77.48 acres in size that is the application we have before the Board tonight.

Don Roberts: thank you comments by the Board?

Rich Berkowitz made a Motion to set a Public Hearing on June 25, 2018. Tom Werner seconded. Motion Carried. Public Hearing set.

Don Roberts: See you on the 25th , thank you.

18.091 Gier Lot Line Adjustment, 10 Sunny Hill Court - Minor Subdivision

Eric Grier: Good evening I just want to thank everybody for their time and energy tonight, I want to thank Mr. Harris for his initial helping us out to get this done. If you look at the map we are doing a lot line adjustment which equals about 0.138 acres added to the back of the yard , as you can see from the back of the property there is no interfering property marks , Mr. Schweikert saw , he is my neighbor we share properties in the back yard , he saw that I had children that some of my material in my shed were crossing into his barrier , originally when we had set our property he said out of his graciousness he said I would sell you that land if it would be more conducive for you and for your needs so we submitted the application and are looking to approve this small lot line adjustment it doesnt interfere with any Army Corps of Engineer designated reserve wetlands , nor any other interferences for the Town.

Don Roberts: Ok, thank you comments by the Board?

Marcel Nadeau: Where is the location of the pond?

Grier: The pond would be in

Tom Werner: If you could imagine if that were a square corner beyond the property line readjustment

Eric Grier: It's like right about there, there is a pond that goes right here which Mr. Schweikert owns, that carries over to where Liebich meets Tabor.

Mike Ziobrowski made a Motion to Set a Public Hearing for the Gier Lot Line Adjustment on June 25, 2018. Marcel Nadeau seconded. Motion Carried. Public Hearing set.

18.089/19.097 First New York Federal Credit Union, 1533 Rt. 9 - Site Plan & Special Use Permit

Eric Redding: Eric Redding with Bergman Associates, and we are proposing a 2,200 sq ft First New York Federal Credit Union at 1533 Route 9, its just south of Wal-Mart and north of Plant road. We are providing access by two curb cuts along route 9, and there is going to be a loop driveway and drive through around the building thats adequate for emergency service vehicles , in the drive through there is going to be two ITM's which are inter active teller machines that will each have its own video screen where customers can talk to a person when they are making a transaction, there's public water along route 9 that we are going to connect into right now we are proposing onsite septic, we are not completely sure if there is public sanitary along route 98 right now but we are looking into that further we are also going to propose onsite stormwater management facilities, as you can see there are a lot of trees around the back and the sides of the properties so there is going to be adequate screening to adjacent properties , there is an existing single family home on the site that will be demolished to construct the building and I think thats it from a site stand point, we will require a SIC plan approval as well as a special use permit for the driveway and as well as a signage permit because we are going to be proposing a pylon sign along route 9 as well.

Don Roberts: just to clarify this is south of Lindsey's?

Eric Redding: Im not sure

Don Roberts: Ok thank you, comments by the Board

Rich Berkowitz: Since you are so close to that pool in the backyard there you might want to consider some screening back there, a fence?

Eric Redding: The pool to the northeast there?

Rich Berkowitz: The pool to the east yea

Eric Redding: Ok

Rich Berkowitz: Southeast

Tom Werner: The access onto route 9, do you see those being one way in and out or

Eric Redding: Two way

Tom Werner: Both 2 way

Eric Redding: Both 2 way yep

Tom Werner: Ok, do they meet the standards for commercial driveways?

Eric Redding: They do, they meet DOT Standard width and radii as well

Tom Werner: Thank you

Marcel Nadeau: So there are no homes to the rear of this site?

Eric Redding: There are homes to the rear of the site there its all commercially zoned but they are all single family homes along that back stretch there so if you see that pool there to the east thats part of a single family residence.

Don Roberts: So there will be proper screening?

Eric Redding: Yes, yep so there are some trees there now but we will take a look at maybe adding something in addition to the existing trees

Rich Berkowitz: It's just because you are going to have lights, in the winter time the pool is not going to be open but those cars might be having headlights, it gets dark around 4 o'clock in the winter here.

Eric Redding: Absolutely some type of evergreen screening or something like that, yep

Rich Berkowitz: Also the ITM's are they going to be covered or are they just going to be right out there like a...

Eric Redding: They are going to be right out there, yep

Rich Berkowitz: So there is going to be like an island there is not going to be any roof over those?

Eric Redding: No there will not be, is that correct?

Don Roberts: Sir you've got to speak into the mic this is recorded, you've got to say your name and address, speak into the mic please

Mark Melnase: Mark Melnase Chief Information Officer with First New York, we're 1533 is the address; there would be some type of a covering to protect the user of the ITM, whether it is an awning off of the building or individual awning type

Rich Berkowitz: This is yet to be determined?

Mark Melnase: I would say yes

Rich Berkowitz: Ok

Mike Ziobrowski: Ok as far as signage goes I heard you say that you are going to apply for a signage permit, I would think that you were going to have stoop signs at both, because if you have two means to enter and exit on both sides, I'm going to say call it north and south so you will have stop signs at both locations?

Eric Redding: Yes correct and there will also be stop signs with in the parking lot as well

Don Roberts: I think this is going to be reviewed by Clough Harbor so they are going to take care of all of that information as well

Eric Redding: Yes, we are working on a full set of site plans and the SWPP right now

Don Roberts: Any other questions?

Tom Werner: Yea another question follow up, why do you see the need for an entry sign at the northerly most? You have three lanes, this one way around the building, exiting, coming out there now why would you have two points of left?

Eric Redding: Because we added the parking in front of the Federal Credit Union, yea its hard to see its kind of dark in there but we do have some handicapped spots in there, so that was the need right there.

Don Roberts: Ok, I guess we are going to have this Reviewed by Saratoga County Planning Board, Fire Department, Clough Harbor Associates and we will get back to you as to when you will be on a next meeting, our next meeting you'll be at ok, eventually you're going to need a public hearing for the special use permit as well but that is down the line a bit. Alright.

Eric Redding: Ok, sounds good, thank you.

Don Roberts: Thank you.

The Planning Board tabled First New York's Site Plan application until reviewed by Saratoga County Planning Board, Fire department, and Clough Harbor.

18.087 Crown Castle CCT 06-2, LLC Tower Relocation, 1525 Crescent Road - Site Plan

18.088 Verizon Wireless Co-Location, 1525 Crescent Road - Site Plan (Co-Location

Jeff Davis: Good evening Jeff Davis here with Barclay Damon presenting Crown Castle, I'll use the photo that you have up there, is there a next one that goes there, there how is that one, there is an existing cell tower that is located right here in this square here it was zoned in 2005 and has been used by T- Mobile since its construction. Its a 140 ft monopole inside this kind of lighter shaded fence compound. Since 2011 there has been a dispute that has been in litigation over this property that is right here and whether that property is owned by the State of New York or owned by the landlord underlying land owner here, as a result of a settlement of that litigation we have agreed to slide the cell tower over 40 feet to the northwest so roughly from this spot to that spot , take down the fenced area and the foundation that is on the area that the State says is their property and put everything kind of back in place her as it currently exists , so that same 140 ft tower will be taken down un-stacked and re-stacked the same tower on a new foundation at that location there , the T-Mobile equipment will come off the tower and be placed on a new concrete pad and their equipment is all outdoor equipment cabinets, there is an ice bridge that connects the tower to the outdoor equipment cabinets , the second area that is shown on there is part of the application thats on next and that is the Verizon Wireless Co-Location that is proposed. That is everything.

Don Roberts: you can explain that one too while your up here

Jeff Davis: Sure, as part of this application and in talking with the Town we decided to do it all together to try to make it easy. Verizon has an application to co -locate antennas on the tower at the 130 foot roughly centerline, 137 foot centerline for the antennas , so T-Mobile is currently up here and Verizon has an application to install their antennas below that so as part of the tower relocation if you will, Verizon will be, since the equipment is going to be there Verizon antennas will co-locate on the tower , I submitted all that material in the same application for you, so the application before you is for Site Plan modification for the tower re-location as well as a eligible facilities request for the co-location of antennas by Verizon Wireless.

Don Roberts: ok, now getting back to the cell tower once this is accomplished once its re-located we're 100 percent positive it's on private property currently on private property?

Jeff Davis: Yes we are, yes

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Don Roberts: Good thank you, questions by the Board? This has to be referred to the Saratoga County Planning Board, Joe do you want to look at it or are you all set? Are we safe in having a Public Hearing for next meeting do you think or no?

Richard Harris: Yea we should be ok , because of discussions we had regarding getting some type of information from DOT regarding their review of it we do expect to have it on the County Planning Board this month, so I think its safe to set the Public Hearing , we are going to, just for information purposes , we were just talking we will include the co-location reference to the co-location as part of our notice on the Tower, depending on the application of co-locations we decided whether to have a public hearing or not but in the interest of including it all as one package, you know we do propose to reference the co -location as part of the notice for the tower.

Jeff Davis: And we will provide a redacted copy of the settlement agreement that the State has noted that they agree that the new location is not on the disputed property area.

Don Roberts: Congrats that's good, thank you.

Jeff Davis: You're welcome

Marcel Nadeau made a Motion to set a Public Hearing for Crown Castle & Verizon Wireless on June 25, 2018. Rich Berkowitz seconded. Motion Carried, Public Hearing set

Don Roberts: See you the 25th

18.098 421 Flex Park Subdivision, 421 Route 146 - Minor Subdivision

Jason Dell: Good evening my name is Jason Dell I am an engineer with Lansing Engineering here on behalf of the applicant for the 421 Flex Park subdivisions. So everyone is pretty well aware of the project site is located with in the 421 Flex Park along the northern side of route 146 and we are here to request a minor subdivision for that project, the previously consolidated lot size of the entire Flex Park back there is just shy of 18 acres at about 17.99 acres and most recently there was a 15,000 sq ft building that has been constructed and is now occupied and the occupants of that building would now like to own the lot on which the building is situated so we are here tonight to request that subdivision this lot that will be created will be about 1.6 acres with the remainder of the Flex Park being at about 16. 4 acres. All of the setbacks meet the requirements set forth in the LIC zone as was discussed with planning and we are here tonight to request that the Planning Board schedule a Public Hearing for the subdivision.

Don Roberts: thank you Jason, questions by the Board?

Rich Berkowitz: You are going to use the existing entrances and exits?

Jason Dell: Yes the existing entrance will be utilized in moving forward, there will be two points of access one coming out onto Parkford lane and one coming out onto 146 there will be joint easements across all properties for access and parking.

Rich Berkowitz made a motion to set a Public Hearing on June 25, 2018. Tom Werner seconded. Motion Carried, Public Hearing set.

Marcel Nadeau made a Motion to Adjourn the Planning Board meeting at 9:05pm. John Higgins seconded. Meeting Adjourned.