

9/9/19

**MINUTES MEETING
Town of Halfmoon Planning Board
September 9, 2019**

Those present at the September 9, 2019 Planning Board meeting were:

Planning Board Members:

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

Planning Board Alternates:

Charlie Lucia
Brendan Nielsen

Coordinator- Building, Planning and Development:

Richard Harris

Senior Planner / Stormwater Management Technician:

Paul Marlow

Town Attorney:

Lyn Murphy

Deputy Town Attorney:

Cathy Drobny

Town Board Liaison:

John Wasielewski
Jeremy Connors

Town Engineer / CHA:

Joe Romano

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

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

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

Mike Ziobrowski: Ill second

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Don Roberts: All In favor? (All were in favor) Opposed? (None were opposed) Motion Carried.

Public Hearings:

19.076 Eastpointe Homes, Cemetery Road – Major Subdivision

Don Roberts: Would anyone like the notice read? (No comments) Go ahead Jason.

Jason Dell: Good evening my name is Jason Dell, engineer with Lansing Engineering, here on behalf of the applicant for the East Pointe Homes residential subdivision project. The project site is situated along Cemetery Road and encompasses about 7.86 acres, this project was back in April of this year the Town Board approved modifying the Englewood PDD to include this project, so we're back before the Planning Board this evening for the Public Hearing for the project with the goal of this Board hopefully approving the project. So the project involves the subdivision of the parcels into thirty-seven residential homes, access will be from one curb cut on Cemetery road, there will be about 1900 linear feet of road that will service the homes. Sanitary sewer will be provided to the homes via connection to the Saratoga County Sewer districts system, municipal water will be provided to the lots by a connection to the municipal water system and storm water will be managed on site in accordance with all requirements. The detailed engineering plans and SWPPP have been submitted to CHA, we have received comments on the project and we have revised the plans and reports accordingly as per all of CHA's comments. We also met on site to review the sidewalk route, with the Town highway as well as the Planning Department and one result of that meeting was that we needed to switch the sidewalk we originally had it proposed on the eastern side of Cemetery road however based upon that meeting we shifted back to the western side of the road based upon the existing waterline that's located along the eastern side so we needed to flip flop the location of the sidewalk. Accordingly internally within this subdivision as well I know Mr. Higgins you had issue with the location of the sidewalk but based upon our meeting the water infrastructure we needed to keep the sidewalk on the internal of the circle as opposed to the external of the circle and that was agreed to with engineering and highway so we are here this evening for the public hearing to answer any questions that you folks have in hopes of getting an approval.

Don Roberts: thank you Jason, at this time we will open up the public hearing if anyone wishes to speak please come up and say your name and address and any comments you may have, would anyone like to speak? Please come up ma'am.

Laurie Monel: Hi good evening my name is Laurie Monel and I live at 28 Cemetery road in Halfmoon. I believe I'm right across from this housing development that's going in and last we met the access road was right across from our private road is that still going to happen?

Jason Dell: Yes ma'am

Laurie Monel: There is no change in that?

Jason Dell: No

Laurie Monel: Still not happy with that decision, 37 homes I believe is too many homes, we have families with children now that live in our little block of our private road that go to school, we have been watching the school busses have to wait for that passing traffic to fly up that hill, uncalled for. Just recently a week or

two ago we just had our mailboxes completely demolished every single one of them from a speeder, it was in the evening, uncalled for again. The police were reported to we never did catch up with it. Im just here just to say that Im not happy about the 37 homes you have to multiply that because most people have two cars so another 74 cars in and out, the only way I would be happy with it is if you put a 4 way stop in that area, the only way, we need to stop that traffic coming up that hill. That's all I have to say

Don Roberts: Ok thank you, yes sir please come up.

Dave Brannigan: My name is Dave Brannigan, I live at 24 Cemetery road right around that corner, and that road is dangerous. Between the hill and the turn you cannot see. The school busses they have to stop where they can be seen if they stop too far back the cars come up top of the hill boom, there are the school busses. Its unsafe, you all ought to come over there and take a look at it, either the road has got to be straightened out or it's got to be lowered. I lost a mailbox , I lost my fence, I had a guy roll over , lost a car, I've been there thirty years I mean a lot of stuff happens there, just tonight pulling out of there I almost got rear ended. So when you come out of there you've got to come out of there fast , now there is only 7 of us that use that road and you're going to put 37 people across the street , no it's not right somebody is going to get hurt, and somebody is going to get killed.

Don Roberts: Thank you sir, Jason do you want to respond to that please?

Jason Dell: What we had agreed to at the town Board level was we would install a two speed indicators on either side of our entrance at the location that the highway superintendent would like that would basically alert people to how fast they are going, Im sure everybody has seen them, you know as you drive by them they will flash your speed to show how fast you are going, so as a traffic calming device the applicant has agreed to install those on either end of the entrance again in a location that the highway superintendent would like. In addition we are proposing a cross walk at the top of the hill to connect to the sidewalk on the other side , that also will have illumination to it, you know similar to , you see them in Clifton Park on the bike trail that you push the button and it would light up. So the applicant is aware of that, we did offer and we have included on the plans those speed limit indicators.

Don Roberts: Ok, thank you.

Scott Earl: My name is Scott Earl Im the developer on Cemetery road, I do respect the residents that have lived there 25 and 30 years, respectfully so I would tell you they have a problem right now, not created by this project, not that this project isn't going to add to it they are still have people flying up over that hill unrelated to this. These folks live on the good side of the hill, on the slow side, these folks were proposing on this side of the hill, the hill is the issue and I am willing to shave that entire bank if engineering, the Town Highway, if somebody can get permission from that land owner, I'll take 30 feet of that whole bank off that corner house so we can see down the road. The problem with these folks isn't anything that is about to be built or anything to be torn down, the problem exists today that's been there 25 years , you cannot see getting out of their driveway not my proposed across the street , I've got great vision, they don't have any vision, Im willing to help with that and shave that bank if you can get that land owner to come forth and say shave the bank , give us an easement or a right of way , we'll take 30 feet off, we don't want anybody to get hit, we don't want the school but to get rear ended, but this has nothing to do with them not being able to see out there side. Thank you.

Don Roberts: Ok Scott thanks for the offer we will look into that, ok thank you, anyone else? Yes ma'am

Gina Gleeson: Hi Gina Gleeson 3B Englewood Drive, my concern is right now Cemetery road backs up , especially in the morning, we don't even have this development there yet , you try to get out to Old 146 you can't turn left if you want to , is that something that you guys are going to look at when this development is done, because the traffic is going to be horrendous , even trying to come into Cemetery because Old 146 is not very long and all the traffic that comes through is jammed up in both directions at certain times of the day. So it's just something that is a very big concern when this goes in because we have problems now, when it backs and we can't turn, we can get where we want to go when we want to get there so I just think that it's something that should be brought into consideration when all of this takes place.

Don Roberts: ok thank you, Jason

Jason Dell: An area wide traffic study has been performed for this area Cemetery road as well as down by 146, and there is a project that this Board is aware of that's coming in the future that has looked at the traffic of this whole area and taking it into account of re working those intersections down on 146 , Old 146 and 146 and squaring all of that up so this Board is aware of your concern and we have looked into that with this traffic study and hopefully in the near future we will be moving forward with that other project in order to I guess rectify some of the traffic issues down there.

Don Roberts: thank you, anyone else like to speak? Yes sir

Vinnie: Hi, my name is Vinnie, I'm living in 22 Cemetery road, my only concern is I've got two little kids and there is a lot of traffic in the morning and I almost got hit twice just last week, and Im having a hard time just getting out of my house right there because of traffic is like 40 miles an hour. We are just looking for resolve this problem if you have any solution or anything it will be great, just trying to be safe and nothing else you know, and that's my only concern just to see and make sure everybody be safe on that road and there won't be a lot of traffic, thank you.

Don Roberts: Thank you, hopefully the safety measures they are taking will help, anyone else? Seeing no one else wishes to speak we will close the public hearing, comments by the Board members? Oh Jason Im sorry we have a letter you would like to submit for the record.

Richard Harris: All Board members were provided with a copy along with the applicant for Mr. & Mrs. Weber a neighbor of the property who could not be here tonight and ask that their letter be a part of the record, with their concerns.

Don Roberts: So we will close the public hearing ok from this point, Jason can you comment on the concerns of the letter?

Jason Dell: I believe the biggest comment in Mr. Webbers letter he had requested access to the sewer line and a sewer line be tap put in for him and if your all familiar Mr. Webber is located right here. The existing sewer line that we are connected into is already with in Cemetery road so Mr. Webber has had access to the sewer and continues to have access to the sewer to this day if he wanted to tap into that , we couldn't just arbitrarily provide him with a tap to the sewer, the sewer district I believe requires some form of a commitment that you just can't tap their line with no intention to put a sewer in so again Mr. Webber has access to the sewer now he just needs to put the sewer in himself.

Don Roberts: Okay, thank you, any comments from the Board members?

Rich Berkowitz: what is the speed limit?

Jason Dell: I believe the speed limit is 45, 40

Rich Berkowitz: 40, has there been any consideration in lowering that speed limit?

Jason Dell: Lowering the speed limit I believe you would have to go to the Town Board, to the State

Rich Berkowitz: Have the discussions been between you and the Town Board?

Jason Dell: No

Rich Berkowitz: His study shown to having a digital sign slows down traffic?

Jason Dell: It's our hope that people would see it and realize that there is, that they're going way too fast

Rich Berkowitz: And where on that hill would the sign be?

Jason Dell: That's going to be up to Mr. Pingelski exactly where he wants to put them

Mike Ziobrowski: Isn't there a digital sign there now that's further down once you pass Jean Marie estates that is off the side of the road?

Scott Earl: Inaudible

Mike Ziobrowski: So that's all you're doing is adding another one.

Jason Dell: It doesn't tell you how fast it goes I don't believe

Tom Koval: Mike I think what they are talking about, you ever go up Middleline road in Ballston Spa on the crest of the hill just past Brookline there is a sign that if you're going over the speed limit it starts flashing your actual speed

Mike Ziobrowski: I know what you're talking about yea

Tom Werner: Yea they have them on route 67 in Malta, it shows the posted speed limit and then your speed is, and it's an interactive dynamic sign

Don Roberts: Anyone else like to make comments?

Rich Berkowitz: How feasible is shaving down that road, Joe?

Joe Romano: Yea I think that, that is something we would have to look at in terms of existing topography and...

Jason Dell: I think Mr. Earl is talking about shaving down the hillside over here on the property because right now that is the limiting factor on this site, lowering down the road would be significant undertaking you would have to lower obviously the asphalt down but underneath there, there is a waterline there is electric there is utilities, you couldn't just lower the water level down, but this bank over here could be pulled back very easily it would just be on the neighbor's property there.

Joe Romano: In an effort to improve site distance at that driveway?

Jason Dell: That's correct

Lyn Murphy: Dr. Berkowitz I just sent Mr. Dell an email asking for the information as it relates to who owns that property and what exactly the proposed plan would be so our engineers could look at it if and when they get their pre-approval

Rich Berkowitz: Ok thank you

Tom Werner: Jason have you looked at the site distance criteria from the driveway?

Jason Dell: Yes that was all provided to the TDE and the traffic analysis.

Tom Werner: Does it meet a minimum standard, Astor standard?

Jason Dell: We do need to add a sign, move a sign but it was all documented in that study

Joe Romano: I think there was a little bit of grading on the one side of the entrance

Jason Dell: Oh yes we are grading this area over here we needed to shave down, which our grades show right there

Rich Berkowitz: Can you explain to this audience what the proposed shopping plaza would do just as far as the traffic is concerned and Old 146 and Cemetery road, because it would close down Old Cemetery road if I remember right?

Jason Dell: Well Cemetery road would come into

Rich Berkowitz: I mean Old 146 I'm sorry

Jason Dell: Old 146 would basically swing out I guess further towards the north and then it would hook down and come perpendicular with 146 now everybody's aware now Old 146 comes in at a very obtuse angle to 146 what we would propose to do is straighten that into a perpendicular access and internal with in the shopping plaza there would be a circle a traffic circle internal there that would allow traffic movements to freely access the improved intersection at 146 as well as come straight off of Cemetery road so Cemetery road would have two access way points now it wouldn't just be choked right at Old 146 so there is quite a bit of work that would be required for that area to better flow with the traffic

Lyn Murphy: But that isn't an approved project so

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Jason Dell: Just proposed

Lyn Murphy: Just proposed

Don Roberts: It's just a concept right now so

Jason Dell: That's correct

Don Roberts: Don't get your hopes up, at this point they are looking for preliminary subdivision approval so if the Board wishes

Rich Berkowitz: If I have this correct the Town Board has already approved this project, preliminary?

Lyn Murphy: The Town Board

Rich Berkowitz: The PDD

Lyn Murphy: Correct

Rich Berkowitz: And they've had public hearings on the PDD and ...

Don Roberts: The density is all set, that's beyond our control

Rich Berkowitz: So we are just basically just approving the subdivision and the Town Board has superseded our

Don Roberts: Preliminary

Rich Berkowitz: Preliminary, okay so I make a motion to have a preliminary subdivision approval

Mike Ziobrowski: Ill second that motion.

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

Jason Dell: Thank you.

Don Roberts: You're welcome.

*Eastpointe Homes – Major Subdivision
APPROVED/PRELIMINARY. A Public Hearing was held and the Board granted preliminary subdivision approval to the proposed 37 single family home development.*

New Business:

19.144

Empire Asset Management, 6 Executive Park Drive – Sign

9/9/19

Brad Konopaske: Good evening, I am Brad Konopaske President of Empire Asset and one of the owners of 6 Executive Park Drive and we're proposing to take down that 18 year old sign and replace it with this sign.

Donald Roberts: It meets the codes. Is that gonna be lit

Brad Konopaske: There is lighting in the ground right now, we're not gonna do anything else except shine up on the sign.

Donald Roberts: Ok, just please make sure it shines on the sign that doesn't flare out ok.

Brad Konopaske: Yeah, yeah that's it

Richard Berkowicz: I make a motion to approve the sign.

Tom Werner: I'll second it.

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

Brad Konopaske: Thank you.

Donald Roberts: You're welcome.

Empire Asset Management – Sign

APPROVED. Board approved the installation of a free-standing monument sign.

19.138 Barnum Subdivision, 84 Tabor Road – Minor Subdivision

Gregory Barnum: Hello, yes, I'm Gregory Barnum from 84 Tabor Road. I'm looking to get approval for a subdivision on a 15 acre parcel that I have and split into two building lots. I've already been to the Zoning Board and got their final approval onto it because the one time back in the mid 90's, I guess, it was rezoned and nobody ever knew why but it was.

Donald Roberts: These are single family homes proposed?

Gregory Barnum: Yes, single family homes yes, I'm sorry.

Donald Roberts: Questions by the Board?

Tom Koval: I'll make a motion to set a public hearing.

Mike Ziobrowski: I'll second the motion.

Donald Roberts: For our September 23rd meeting?

Tom Koval: Yes.

Donald Roberts: Can we have a motion to second. All in favor.

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Mike Ziobrowski: Second for September 23rd.

Don Roberts: All in favor? (All were in favor) Opposed? (None were opposed) Motion Carried, see you September 23rd.

Gregory Barnum: Great. Thank you much.

Barnum Subdivision– Minor Subdivision

PUBLIC HEARING SET. Board received a presentation and set a Public Hearing 9/23/19 for the proposed two lot residential subdivision on Tabor Road.

19.143

11, 12, & 14 Northern Sites Drive – Minor Subdivision

Joe Bianchine: Good evening I'm Joe Bianchine with ABD Engineers here representing Dawna Smith and the Woodland Development. I don't know if all of you remember this, this subdivision was approved initially in the 90's by Archie Pettis, was the developer. Archie died, I don't know, 5 or 6 years ago his daughter, Dawna Smith, now owns the land, Dawna lives in 11 Northern Sites Drive, her daughter lives in 9 Northern Sites Drive and what they would like to do is do a lot line modification so they can sell lots 12 and 14 Northern Sites Drive. Northern Sites Drive was not fully developed when it was approved it was only developed as far as lot 7 and lot 4 on Northern Sites Drive. Then there is a driveway that serves Dawna Smith's property and her daughter's property and would also be used to serve 12 and 14 Northern Sites Drive with appropriate maintenance and insurance and all the conditions you would have to put on it. But what we'd be doing is making 20' strips that would come out from 12, 14 and 11 basically taking those out of Northern Sites Drive right of way so that each of those three lots would have a 20' strip and essentially be keyhole lots. Each of the lots are in excess of 2 acres and they would be on wells and septic as originally proposed and as per the zoning. It's in our agricultural residential zone at that location. So, that's the proposal.

Donald Roberts: Ok, thank you Joe. Now, we can discuss this, but there is an issue about years ago, about no further subdivision until water was brought to the site.

Joe Bianchine: Yes, I just learned that this afternoon, I haven't had a chance to research it yet.

Donald Roberts: So, we can go through and discuss it. We can set a Public Hearing but we may not take any action after a Public Hearing till this gets resolved, just so you know.

Joe Bianchine: Ok.

Donald Roberts: Ok.

Joe Bianchine: Yep.

Donald Roberts: That being said, any comments by the Board?

John Higgins: Are these driveways going to be capable of an 80,000 lb. fire truck?

Joe Bianchine: They would have to be because they're in excess of the length that's required by the fire code.

John Higgins: So are you planning on one big driveway?

Joe Bianchine: We'd probably have to beef up the driveway that's there.

Richard Berkowicz: What's the Northern Sites extension? What's that, is that a dirt road or is it asphalt.

Joe Bianchine: From the cul-de-sac into the Smith's property, it's a gravel driveway.

Tom Koval: And that meets code for fire engines, fire trucks?

Joe Bianchine: It can probably support a fire truck, but I don't know as I said, it might have beef it up a bit or widen it because there are fire codes and I think it has to be 15 or 16' wide.

Mike Ziobrowski: Yes.

Joe Bianchine: And then you have to have a pullout every 3 or 400 feet.

Rich Berkowitz: Once you get three people using that site that gravel road now we could have potentially 6 or 7 homes using the gravel road.

Joe Bianchine: Well, it'd only be these

Richard Berkowicz: Well, you have 10, 12, 14, 16, and 13

Joe Bianchine: No, the rest of them wouldn't have a strip. They're lots, but they don't have

Richard Berkowicz: Well they are listed on this map s future lots.

Joe Bianchine: Future lots.

Paul Marlow: Right, but right now most of those are landlocked. Actually,

Richard Berkowicz: No, these were landlocked also.

Paul Marlow: Right. And there's only enough of that stretch to allow 3 lots to have road frontage.

Joe Bianchine: Right

Rich Berkowitz: Until they put a road in

Paul Marlow: Until a road continues further?

Joe Bianchine: Right.

Richard Berkowicz: So, im just looking at the future.

Joe Bianchine: Right.

Donald Roberts: Anyone else?

John Higgins: And you're aware of the problems they've had in that area with getting water, correct?

Tom Werner: I've talked to Brian Smith and he says everybody has water. I don't know.

John Higgins: Well, they have water, but it's marginal and substandard, talk to Bill Fink if you want to get a history of the water in that area:

Tom Werner: Ok.

John Higgins: That was one of the reasons why this Board years ago said no more development there until they get access to Town water because of all the problems because all we heard was complaints from the residents that they couldn't get water, they had to minimize what they used and everything else. So, adding two more wells isn't gonna solve a problem. It's gonna add to it.

Tom Werner: Again, it depends on the aquifer and where it's located and so forth, and again, I just learned of this this afternoon so give me a little time to look into it.

John Higgins: Well, do you want us to

Tom Werner: I'd like to, yes.

John Higgins: Should we delay the Public Hearing then?

Tom Werner: I'd like to, no we can look into it in the next two weeks.

Donald Roberts: John if something is not resolved, we just won't take action that's all, I think we should have the Public Hearing in two weeks.

Mike Ziobrowski: I make a motion to set a Public Hearing for two weeks, September 23rd.

Richard Berkowicz: I'll second it.

Don Roberts: All in favor? (All were in favor) Opposed? (None were opposed) Motion Carried, see you September 23rd.

Joe Bianchine: Thank you.

Donald Roberts: The next two items are somewhat connected.

11, 12 & 14 Northern Sites Drive – Minor Subdivision

PUBLIC HEARING SET. Board received a presentation and set a Public Hearing 9/23/19 for the proposed lot-line adjustment on Northern Sites Drive.

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19.122 **Beeche Properties, LLC, 367 Hudson River Road – Site Plan**
19.123 **Greg Beeche Logistics, LLC 356 Hudson River Road- Site Plan**

Donald Roberts: Are we all set? Go ahead sir.

Greg Beeche: Yes, my name is Greg Beeche and I live at 65 Smith Road and we operate an industrial, we manufacture specialized equipment for construction and skyscrapers. We have two things in front of you, our attorney is late so I will just give you that we erred in, we have two properties, one across from the main plant and we purchased that 1 acre with a home because of the, it's industrially zoned and we did not realize that we had to submit a change with the use of the 1 acre property

Lyn Murphy: Mr. Beeche, is that the property you're talking about?

Greg Beeche: No, this is the plant, the other property

Lyn Murphy: Do you want to let the other matters go first and then see if your attorney arrives.

Greg Beeche: Yes, please.

Donald Roberts: Okay, so we'll do that, Okay so we'll do our other business, then we'll come back to you at the end, alright?

Greg Beeche: Alright.

Donald Roberts: That work for you?

Greg Beeche: Thank you.

Donald Roberts: You're welcome.

19.121 & 19.128 **wellNOW Urgent Care, 1694 Route 9 – Change of Use/Tenant & Sign**

Joe Malzone: Sure, my name is Joe Malzone and I represent wellNOW Urgent Care I'm here with Andrea Knolls as well. We're here for change of use sign and tenant of 1694 Route 9.

Donald Roberts: Please tell us what you plan on doing at the site.

Joe Malzone: So, we are an Urgent Care, we treat non-life threatening illnesses and injuries.

Donald Roberts: How many employees?

Joe Malzone: Approximately 15, 5 to 7 per shift.

Donald Roberts: Okay, Hours of operation?

Joe Malzone: 8-8, 7 days a week.

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Donald Roberts: 8-8, 7 day a week.

Joe Malzone: 8 a.m., 8 p.m., 7 days a week, approximately 35 patients per day.

Donald Roberts: How many?

Joe Malzone: 35.

Donald Roberts: 35 a day, okay questions by the Board?

John Higgins: Are you gonna be using the entire building?

Joe Malzone: Are you familiar with the layout?

John Higgins: No I mean the existing building

Joe Malzone: Correct, yes.

John Higgins: You're taking the whole building.

Joe Malzone: Yes sir.

Rich Berkowitz: Do you need a separate area for ambulance pickups?

Andrea Knowles: No, we utilize the back, the back entrance. It's been built in the plans.

Richard Berkowicz: is there an area marked off in the back entrance?

Andrea Knowles: Correct, its employee and an ambulance only.

Richard Berkowicz: Is that gonna be, is there gonna be a sign there for ambulance only.

Andrea Knowles: There is.

Richard Berkowicz: Ok.

Mike Ziobrowski: Will you be receiving the Department of Health or Board of Health approvals for this project?

Richard Berkowicz: Do you need a CO 1 Certificate of need?

Andrea Knowles: No, we don't, we're not Title 28.

John Higgins: How many parking spots are there?

Andrea Knowles: I have not seen the site plan.

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Joe Malzone: We've not seen a site plan, unsure.

John Higgins: I don't see it on the top, that's why I asked the question.

Mike Ziobrowski: It looks like 21

John Higgins: With 5 employees, what's the required parking? They said they're gonna have 5 to 7 employees, plus the patients, I was just wondering what's the required parking.

Richard Harris: There is no set parking standard for this type of classified as CO2 medical office, you get one per 200 sq. ft. a building which calculated out.

Richard Berkowicz: I don't foresee a parking problem.

Mike Ziobrowski: It looks like there's potentially 32 parking spots.

Richard Harris: We were following for a typical medical office

John Higgins: I just wanted to make sure they have sufficient parking.

Donald Roberts: Anyone else?

Richard Berkowicz: I make a motion to approve the change of use of tenant.

Donald Roberts: Can I have a second.

Tom Werner: I'll second it.

Don Roberts: All in favor? (All were in favor) Opposed? (None were opposed) Motion Carried. Now, the sign with the sign application, you're just about at your limit. So you're not gonna be able to come back in with any more sign. You're aware of that, right?

Joe Malzone: Understood, yes.

Donald Roberts: Ok.

Joe Malzone: However, I will state that news will break tomorrow, so you're at the forefront of that, we are entering a joint venture with St. Peter's Health Partners, so, our logo on the façade of the building will change. Will it still fall under the allotment of the square footage, it'll be a dual branded façade.

Richard Berkowicz: Is the logo gonna be within the sign?

Joe Malzone: Yes.

Donald Roberts: Ok. If we approve the signage tonight, when the new logo becomes available, just present it to our Planning Office.

Richard Harris: Just so we have is as part of the record, because you're exposing that tonight so that they are aware in their approval.

Donald Roberts: That way you won't need to come back. They can take care of it at, in the office.

Richard Harris: Required that it is still within the square footage permitted

Donald Roberts: Right, yes. Providing it's going to be....alright?
Ok, the present application of the signage meets our requirements.

Richard Berkowicz: I'm gonna make a motion to approve the sign.

Mike Ziobrowski: I'll second.

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

Rich Berkowitz: I just have one question, are all, are you gonna run all the St. Pete's Urgent Care's?

Joe Malzone: Eventually, yeah, Clifton Park will be the first location in subsequent as we...

Richard Berkowitz: Halfmoon.

Joe Malzone: Halfmoon, my apologies.

Richard Berkowicz: Then you move into Clifton Park?

Donald Roberts: I was gonna say, when advertised, you're in Halfmoon, not Clifton Park.

Richard Berkowicz: Actually, if you get Tallow Wood, they'll be confusion.

Joe Malzone: Understood, thank you.

Donald Roberts: Thank you. Good luck.

WellNOW Urgent Care – Change of Use/Tenant & Sign

APPROVED. Board approved the use of the vacant space at 1694 Route 9 for an urgent care center and associated signage.

19.066 Dunsbach Estates Duplexes, 5, 7, & 10 Red Maple Lane – Special Use Permit

Fred Metzger: Good evening, Fred Metzger land surveyor here this evening for my client regarding the application for special use permit located at 3, 5 & 7 Red Maple Lane. Applicant is seeking a special use permit to have three duplexes, one for each of the lots approved over, for the lot, the existing lots all meet all the existing code and requirements for the duplexes and I looked earlier this evening and there is, there's 5 other units already on that road that are already duplexes as well, so it'll kind of fit in with the neighborhood.

John Higgins: Now, as far as the numbers, you mean 5, 7 & 10. You said 3.

Fred Metzger: Yes. Sorry.

John Higgins: I just wanna make sure we were accurate.

Donald Roberts: Questions by the Board?

Tom Koval: I make a motion to set a Public Hearing is two weeks alright on this one or do we have to go out?

Donald Roberts: It should be alright.

Tom Koval: September 23rd looks good.

Don Roberts: All in favor? (All were in favor) Opposed? (None were opposed) Motion Carried, see you on the 23rd

Fred Metzger: Thank you.

Donald Roberts: Mr. Beeche I think your attorney got a better offer so we're gonna move on down here and come back to you after, alright?

Dunsbach Estates Duplexes - Special Use Permit

PUBLIC HEARING SET. Board received a presentation and set a Public Hearing 9/23/19 for a request to construct three (3) duplexes on Red Maple Lane.

19.021

Tabor Road Transfer Station, 12 Tabor Road – Site Plan

Jason Dell: Hello, Jason Dell, Engineer with Lansing Engineering. Here on behalf of the applicant, Mr. Earl for the Tabor Road Transfer Station. The proposed project is located along Tabor Road, the project site encompasses about 7.15 acres and is currently zoned as part of the County Waste PDD. So, the applicant is proposing to construct a 32,700 sq. ft. transfer station as well as a covered trailer parking area on the southeastern corner of the site. Again, looking to do a transfer station for municipal solid waste. All waste handling operations will be handled within the building, all waste will be handled, will be moved, and will be bailed inside the building thus cutting down on odors and noise for the facility. There will be one main access into the facility from Tabor Road, there will also be a secondary emergency access point that will also access onto Tabor Road. Sanitary sewer will be provided into the transfer station via an extension of the sewer main down to the trunk sewer that's located further down Tabor, and municipal water is available to the facility as Mr. Earl is part of the public benefit for the PDD extended the water main approximately 5,000 feet down Tabor Road to the facility here. So we have submitted our detailed engineering plans to CHA for review, we've gone back and forth with Joe with a couple of comment letters and now we're responses and at this point, I believe that we have addressed all of their technical related comments pertaining to the site plan. So, we're here tonight to answer any questions the Board has and in hopefully advancing the project and any operations related questions I'm sure Mr. Earl would be happy to answer as well.

Donald Roberts: How many trucks do you anticipate entering and exiting the site on a daily basis?

Jason Dell: Based upon the traffic study that was done and updated by the environmental engineer that's working on the project and submitted to the DEC as part of the 360 permit, the peak hour traffic generation from this facility would be about 40 trucks total.

Richard Berkowicz: Per day?

Jason Dell: Per day, and that'll all be regulated by the amount of waste that can be handled at the facility as part of the DEC permit.

Donald Roberts: And all those trucks will be covered?

Scott Earl: Well, they'll come in as garbage trucks, but then leave as baled garbage.

Rich Berkowitz: Will there be cars parked that will be dropping off furniture, recyclables anything like that, pickup trucks?

Scott Earl: Good evening, Scott Earl. One of our development projects. The project is such that the garbage comes in its fresh picked every day, right on the side of the road a little buckets picked up in the automated garbage trucks, brought in for the purpose of consolidation for exportation, right now there is a very serious shortage of landfill space in upstate NY this is the problem with our neighbor County Waste, why there is 2000 of raw garbage sitting on the ground next door and soon you'll hear from people with complaints about all their papers are blowing and they are right I've looked, it's terrible, stinks and everything. This is done indoors baled handled properly, there is provision in our DEC permit for loosh that the baler go down so there is no garbage in the building, garbage in garbage out there is absolutely no benefit to holding onto garbage, it is not gold it is garbage the people don't want it I don't want it, we need to get it, this is a transfer station where it comes in for the purpose of consolidation only we are not saving it we don't want to hold onto it. Once a week in the other transfer station when I owned it we lymed the floors we didnt want any smell to absorb we are restricting no compactors no institutionalized waste, no cars, no open vehicles, strictly basically our own collection vehicles. There will be an automated attended scale with State regulation, as part of our DEC permit which we submitted last week, there is public comment periods as well, there are two public comment periods over the next 6 months in that situation so we are a long way from home.

Mike Ziobrowski: Scott what are your working hours?

Scott Earl: The working hours I submitted to the State were 7am to 10 pm and I'll explain why, our trucks go out about 6 in the morning and they are done around 2 o'clock or 3 o'clock, but in the unforeseen reason that where we garage our trucks on route 9 one is broken or in dis repair blew a hydraulic line we still want to be able to get that emptied that evening so if at 7 o'clock it goes back in repair I can bring that one truck up and dump it process the waste and be able to start the collection en-route the next day with an empty truck I don't want garbage left on the trucks overnight, these trucks are tipped to dump so in the winter time the garbage freezes overnight so what I end up with is a frozen load of garbage the next morning if I can't get it off of the truck, we don't, the backup beepers and those stories we don't store any vehicles on this site there is no maintenance garage there is no office building there are no parking of garbage trucks here you don't see any parking spaces you see trailers of loaded or empty trailers that's it and everything else inside.

Mike Ziobrowski: What are your thoughts on how you may be able to minimize the alarms from the back up alarm on the loads that you will be loading?

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Scott Earl: I tried that I got in trouble for that, we put a switch in the cab that shut that off we got DOT fines, you can't shut it off.

Mike Ziobrowski: That's not what we are looking for we are not looking to mask it, were you know how we minimize if right so

Scott Earl: Yea , we can't we are not there at 4, 5 6 o'clock in the morning so we won't be waking anyone up at that hour of the morning because we are not even there so we open at 7 first truck comes in he backs into the building he is going to have a backup beeper

Tom Koval: So all of these trucks are all being emptied inside the building no outside dumping, there is no stockpiling outdoors

Scott Earl: Nope not one thing outside, everything is broom swept

Tom Koval: not open to the public at all.

Scott Earl: Not open to the public no.

Rich Berkowitz; now Im looking at the site are these water management sites in front?

Jason Dell: Yes, they are small little infiltration units, they are only about 2 to 3 feet deep.

Rich Berkowitz: Now if this project gets approved is there a way to hide this whole site by burming it and landscaping it, if we can move these water management areas farther back.

Scott Earl: But if you look in the front it's pretty well burmed now, there is burming to the east based on the grading do you see the site grade , that counts on the map , you can see there is an elevation change of about 6 to 8 feet and then trees above that , there is no access down Tabor road what so ever , it's our own trucks so we can restrict them all of our trucks are GPS and John Brady is with me tonight so we can locate a GOE fence in that area should one of our trucks should come out and thinks he knows right from wrong taking a right will get an alarm in the office that that truck is entering a non- descript area that he is not supposed to be and we will contact the driver immediately , so

Rich Berkowitz: Now do you have a train schedule, do you know when the train in that area?

Scott Earl: The train comes infrequent and there is an 8 to 9 o'clock service train out of Saratoga but nothing, that's not an overly active track as you know I was there 20 years alongside of those tracks

Tom Werner: What is the size of the truck that takes the bailed pressed garbage bales out?

Scott Earl: Tractor trailer, 48' trailer 70 ft. in length.

Tom Werner: How many would you say per day?

Scott Earl: Well each truck will carry 26 ton out so if we permitted the site for 600 tons that again that's not you open the door the day you start and you have 600 tons of garbage waiting outside, our own garbage flow right now is about 170 tons a day so we may get there in 5 years we may get there in 7 years but we are not going to get there in the next few years.

Rich Berkowitz: Can that road take that much weight?

Scott Earl: Yes that road and believe it or not that rail intersection , Mr. Akins has great concern over that railroad crossing and I don't know maybe the lord himself fixed it for us but they spent a ton of money on that crossing and they upgraded that crossing, mr. Pingelski gave a testimony of how tractor trailers go over that with no problem at all the old set of tracks would have been a concern there has been some other discussion about me allowing right of way or access Mr. Higgins through that site that neighbor of mine has his own access next door they don't need me, they have their own access with their own storage of those dumpsters out there.

John Higgins: What we were talking about Scott was trying to get the traffic off of Tabor road in exchange for you giving them an easement for the water line which they need, we thought possibly they may be willing to let your trucks access through their site down to route 9, that's what we were trying to do.

Scott Earl: Yea they won't do that, that's for sure , and I wish there was an agreement originally with Shenendehowa district, I had an agreement allowing the busses that couldn't go across the track to cut through they would notify us when a bus was in distress so they didn't sit there three hours and we would let the bus come through we would open access so they could come in but they're a competitor they are not likely in any way shape or form to allow my truck even on the property, and it is private property.

John Higgins: No I realize its private property but I thought possible because they need the water, and they're from what I understand fairly desperate to get the water easement, you might have a negotiating tool

Scott Earl: So the sadness is that they have their own property, they don't need an easement from me they don't need anything, they have the property I purchased from Mike Stiles they can come right out on their own property and tie into the water the thing is they are a publically traded company that doesn't want to spend a dime. They want me to put the water in the back of my property so they can hook a hose up in case there is a fire and there has been 7 fires so put the water in but, put it in on your own property

John Higgins: So they have access to the water line

Scott Earl: take a look at the map and familiarize yourself, they have access to Tabor road.

John Higgins: I am familiar with their access to Tabor road I wasn't sure where the water main ended.

Scott Earl: Right there at their access.

John Higgins: It ends at their access.

Scott Earl: Absolutely, we made sure of that.

John Higgins: How many employees are going to be working at the site?

Scott Earl: Three, three people.

John Higgins: So that's why you only need 18 parking spaces.

Scott Earl: You don't want anything parked there people will be wondering what happens there.

John Higgins: Okay, and as far as trucks dumping it's going to be strictly Twin Bridges trucks only?

Scott Earl: Twin Bridges Consolidated Waste, that's our company name.

John Higgins: Okay but I mean you're not going to be taking garbage from any other outside.

Scott Earl: No, no one else.

John Higgins: Okay.

Don Roberts: Now Scott I can see Jason sitting there chomping at the bit, he wants to show his video, so you want to show the video Jason.

Jason Dell: Sure. That's what we refer to with the water bales they end up being air tight and water tight.

Mike Ziobrowski: How many tons are in that single bale?

Scott Earl: Two tons, four thousand pounds

John Higgins: Now they transport those closed trucks?

Tom Koval: Flatbed trailers.

Scott Earl: One thing that is done after its wrapped , black magic marker MSW is written on the side, municipal solid waste is written on the side so it can be passed in the state of Ohio.

Rich Berkowitz: Oh so these don't go to Batavia.

Scott Earl: No, they will go out of State.

Tom Koval: So they will head right over to exit 10, get on the interstate and they are gone

Scott Earl: Interstate to the thruway, 84 to 81.

John Higgins: Well what are you going to do with the recycling?

Scott Earl: Two weeks from now you will find out, it will be another submission.

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Don Roberts: So that is pretty much it, it at least gives you an idea and we will show this again at the public information meeting right so, any other questions by the Board? Okay so I guess we need a motion for a public information meeting on September 23rd?

Richard Berkowitz: I make a motion to set a public information meeting on September 23rd

Mike Ziobrowski: Ill Second

Don Roberts: All in favor? (All were in favor) Opposed? (None were opposed) Motion Carried, see you September 23rd. Thank you.

Jason Dell: Thank you.

Tabor Road Transfer Station– Site Plan

PUBLIC INFORMATIONAL MEETING SET. Board received a presentation and set a Public Informational Meeting for 9/23/19 for a proposed transfer station at 12 Tabor Road.

Donald Roberts: Moving back under new business.

19.122 **Beeche Properties, LLC, 367 Hudson River Road – Site Plan Greg Beeche Logistics**

LLC

19.123 **Greg Beeche Logistics, LLC 356 Hudson River Road- Site Plan**

Robert Jarvis: All sorts of changes. I must apologize to the Board for being late, I didn't expect I'd be anywhere near late because I saw there was a Public Hearing on the agenda as the first item of business and typically those things last at least an hour. So, not only are you getting faster, you're becoming more efficient, all this technology where you can show videos of pictures and everything else. Leaves an old dinosaur like me kind of behind, but I'll do my best to present what, why Mr. Beeche is here. I would like to switch the order of the two projects though.

Donald Roberts: Sir, can we have your name please.

Robert Jarvis: My name is Roberts Jarvis. I'm presenting for Greg Beeche tonight.

Donald Roberts: Thank you.

Robert Jarvis: I would like to switch the order of the projects because I think if you hear what we want to do with 356 Hudson River Road that'll help you understand what we're doing on 367 Hudson River Road.

Donald Roberts: Ok, so 356 is first then, ok.

Robert Jarvis: I would like to present that one first if that's ok with the Board. 356 Hudson River Road is a 5 plus acre parcel which is zoned industrial M1. The property's been developed in stages over the last 13 years adding facilities as the company grew and could afford to pay for the additional facilities. First buildings 1 and 2 were constructed and then a building 3 was added along with outdoor storage between buildings 1 and building 3, the last time I was here before the Board on this project, we actually asked for permission to enclose that area between buildings 1 and 3. It was an outdoor storage area, we wanted to add a roof and walls to make

it weather protected and you gave us approval for that. Although the company has grown in size, it's operation and business haven't really changed much, they've always designed and fabricated metal components which are used to provide access to buildings for their construction and maintenance and the business model has always been, whenever possible, to rent that equipment rather than just sell it, then at the end of the project, the equipment comes back to 356 Hudson River Road where it's refurbished and prepared for the next project. Hence, on site storages of materials and equipment has always been part of the company's operations as noted earlier, over the course of time, the company has moved toward providing that storage in a weather protected way, now that, we'll call, shipping type containers, have become cheaper in price and more available, the company has adopted that method of storing things outside rather than using storage racks or a roof over them, they've found that these storage containers work very well for protection from the elements and then they ship these containers to the job site where they provide security from theft and while they're loading the containers, it also provides an advantage and material flow. They have multiple contracts being provided at the same time. They might be making element 1, for example, that'll be using several projects and they can make those element 1's, as many as they need, and then distribute them amongst the storage containers as a way of organizing them for their projects they'll be used at. The Town Code requires that a site plan change application be made if there's a, what's a "substantial" change in the site plan. Because storage has always been part of the company's operations it was not thought that a change application was needed, however, the Planning Department has taken a different view and asked us to come before you and that's why we're here asking for storage by means of storage containers versus the rack and roof storage we've been using. Similar considerations apply to the applicants request for approval of a different parking lots arrangement and for the replacement of a swinging gate with a sliding gate. The previous site plans have approved 87 parking spots comprised of 54 active spots and 33 banked spots. The company now has improved this parking area by paving it and reconfiguring it to be more efficient. It now contains 55 active spots instead of the 54 that it previously had. In both instances there have always been provided 2 handicapped parking spots and both of those are marked. Again, it was not thought that these changes were substantial enough to ask for a site plan change, however, they are included in the present application. With regard to the 367 Hudson River Road, that parcel is also zoned M1 industrial. It was purchased because of its proximity to 356 Hudson River Road, the intent of the purchase was to use it for additional storage to supplement that on 356 Hudson River Road and there's also a building there which hasn't yet been decided what they will do with that, but so what they're trying to do basically is convert a portion of the property into storage area. It's a same type of storage area as it would be at 356 Hudson River Road. There will be some steel aluminum pieces that are stacked and the majority of it though is intended to be any storage containers which are very useful. Neither site change involves adding any employees, parking spaces, the hours of operation are pretty much the same as they've been recently and I don't really believe there any impacts to the roads and the surrounding areas, certainly on 356 Hudson River Road there's no change at all, with respect to 367 Hudson River Road, the number of times people will be going over Laughlin Road to get to that property will be sporadic. Just whenever they need to put something there or take it back out. Overall, I think that the changes that we're asking for have minimal impact upon both the Town and its residents and I, therefore, ask that you approve them.

Donald Roberts: Thank you. We have a few concerns, on Briggs Lane, there's concern about how the vehicles may tear up Briggs Lane, so we have to address that, but before we get to that, what's your proposed use for the vacant house?

Robert Jarvis: It's undecided at this point. It was a residential, two-family house, it was being rented according to my understanding. Greg has talked variously about continuing to use it as a residence possibly family members who would like to live there, I don't think he's necessarily talking about renting it at this point,

But again, that's an option. I'm hoping that we can forgo any decision on the use of the house until a later date.

Donald Roberts: Thank you, comments by the Board.

John Higgins: What size is the parking spaces at 356?

Robert Jarvis: The overall size of the parking area?

John Higgins: No, what size are the parking spaces, The Town Code requires 10x20's.

John Higgins: I'm sorry, you're gonna have to come up and talk to the microphone please. Because all of this is recorded.

Robert Jarvis: I'll relay his answer just for expediency, he said 11'x22'.

John Higgins: Ok. Thank you.

Tom Werner: What's the manner of stacking these containers and is there an industry accepted standard concerning that this is safe practice? There's been some concerns registered that, of the safety issue.

Robert Jarvis: Are you speaking of the residents on Briggs Lane who brought that to your attention?

Tom Werner: That's one of them yes.

Robert Jarvis: Let me just comment upon that in general terms and then I'll let Greg answer the question. This is not a public space, this is private property where the only people that are supposed to be on the property are employees or invited guests, so the idea that one of these is gonna fall over and hurt some member of the public, is very unlikely.

Tom Werner: Well, I would have the same concern for your workers or employees on site too.

Robert Jarvis: So the second part of my answer is, you can bet that OSHA and the Workers Compensation Board will make sure this is done correctly, they're pretty much

Tom Werner: So is there an OSHA standard for this?

Robert Jarvis: I don't know if there is one or not but I'll ask Greg to come up and address the question.

Donald Roberts: But sir, this was not just a neighbor concern, the Saratoga County Planning Board had the same concern, just so ya know.

Mike Ziobrowski: I mean, we don't know if that area has geotechnical studies associated, nor compaction tests associated with the soils that exist there.

Robert Jarvis: Greg has mentioned that he has some pictures of the containers as they are stacked and that would probably be helpful, so I'm gonna let Paul load those up.

Greg Beeche: The way that we are handling the containers, we purchased a, what is called a knuckle boom, which is mounted on a big tractor and, if you wanna keep going. There you see the containers on the left side. Those containers are stacked three high which I wanted it to be lower than the building heights and five across and the containers are stacked typically they interlock and prior to putting them in place, we had the ground below them set up to take appropriate loads and we put beams underneath as sleepers to distribute it, and so that was done professionally, the preparation of the ground and then we put wide flange beams under there to equally distribute the loads. One of the things that Mr. Jarvis didn't mention is the containers are set up like cubicles, if you look in the front of the main building, there are, this equipment. That equipment, it goes to different projects and the idea with the containers was to pick a project and take that equipment and put it into the container and for sorting and sometimes it takes us 8, 10 months to fabricate one project, and so there's 15 containers there and so the, it's a way to organize each project and then once that's ready, and the site is ready to receive it, we will use this knuckle boom crane which has 4 bridals and it'll pick it up and put it on a truck bed and then when it goes to site, to the project site, it can be flown to setbacks. We do skyscraper work and they can use it to secure expensive hoists and motors and then when the equipment is assembled then the container can remain or come back, depending on the, for example, we have work in San Francisco, so we would leave that container until the project is done and then bring it back full. But the safety of it is very important to us. We've, we have Engineers, and we have,

Mike Ziobrowski: So do you have PE stamps for what you've done to say it is safe?

Greg Beeche: We don't have them stamped because they're within, I didn't realize that the

Mike Ziobrowski: Even a letter from an Engineer that says that he's analyzed it from a professional perspective

Greg Beeche: Oh, we have PE's on staff and we can certainly provide you processes and Engineer seals.

Rich Berkowitz: How much does each container contain weight wise?

Greg Beeche: The equipment that we use is aluminum, it's mostly a bulk thing, and we estimate that with the container, the worst case conditions because we have counter weights that we will be having an overall weight of 15,000 lbs. when it's fully loaded.

John Higgins: The container and the contents?

Greg Beeche: Yes sir.

Mike Ziobrowski: There's been some concerns with the use of Briggs Lane, are you aware of the concerns related to the traffic on Briggs Lane?

Greg Beeche: Yes. Yes I am.

Mike Ziobrowski: Ok. Are you, to be using Briggs Lane at this time?

Greg Beeche: We haven't been using Briggs Lane, we have 34 cameras on that site and we, I personally drove in and out 2-3 times when we changed the gate and I assume that once the Town had paved that road, that we were allowed to use it.

Mike Ziobrowski: Ok.

Greg Beeche: And we were waiting over 10 years for that to happen and then the Town informed us that we have to ask permission. But we are not using it, we haven't used it in 10 years, we had a gate there that were swing gates and, for, since 07 or something like that, we have another gate in the end that we put there because we had an employee that used to live down in there and so he could use that 12' gate. It's still there, but we, there's no trucks from our company that have been in Briggs Lane. I can vouch for that so that's mistaken, whoever else that neighbor was talking about I don't know, but we haven't been using it.

Mike Ziobrowski: And you don't intend to use it?

Greg Beeche: Not until we get permission from the Town, I do think that surely we should be in, our trucking and our loading is between the two buildings and so it's a little hazardous to bring our work, our people through that center area while our parking is on the north end and so it's logical that our employees should be able to use Briggs Lane to enter and exit the parking area.

Lyn Murphy: That's, you are aware from the last time you were before this Board as it relates to Briggs Lane, unless that road is reinforced to handle the weight that is being put on it, it is not appropriate for the heavy equipment you're talking about. So unless and until that road is upgraded, that is not something that this Board is, it's not even before this Board.

Greg Beeche: We're not talking about trucks, we're talking about personal vehicles, pickup trucks, I guess. It's just our employees.

Tom Werner: Lyn, those would be allowed would they not then?

Lyn Murphy: I'd have to look at the prior approvals but the concern is the heavy equipment and then how do you regulate what he's using it for.

Tom Werner: Well if he were to use it just for the passenger cars, he's trying to clear up the safety issue of the passenger cars being in the loading area. I meant if it were to be allowed it seems to me that's something that

Lyn Murphy: The problem with this particular application is there are repeated observations of him not complying, like putting up a storage container to max it size where he needs an Engineer to do it and then he does it anyway even when our code says you can't have outside storage without prior approval, so it's a concern for enforcement purposes it's a concern the road was topped less than a year ago and it's already showing that it's being affected by heavy use vehicles so it's an ongoing concern, the passenger vehicles from would, from the highway superintendent not be a concern

Don Roberts: Anyone else

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Greg Beeche: We are only talking about passenger cars although half our crews have pickup trucks, for their own conveyance

Don Roberts: Okay, Mr. Beeche there are some outstanding questions here so I think the best way to approach this is to appoint a committee from our Board to go out and do a site visit, and just see what is out there and have recommendations from there

Gregg Beeche: Absolutely, I would be happy to have you

Don Roberts: Can I have some members of the Board volunteer, Okay, Tom Koval, Mike, and John Higgins okay that will be our committee

Richard Harris: Don I just want to clarify that you want to visit both properties?

Don Roberts: Ye s, both properties, and Rich you'll set that up and you'll go with them?

Richard Harris: Yes, okay, very good is that okay Mr. Beeche?

Richard Harris: And Don, I just want to clarify that you want to visit both properties.

Donald Roberts: Yes, both, both, both properties. Yes. And Rich, so you'll set that up and you'll go with them?

Richard Harris: Yup, all of us.

Donald Roberts: All of you. Ok, very well. Alright. Ok Mr. Beeche?

Greg Beeche: That's fine with me.

Donald Roberts: Ok, very good. Thank you.

Greg Beeche: Thank you.

Beeche Properties, LLC– Site Plan

TABLED. Board received a presentation seeking to use the lot as ancillary storage to the existing Beeche Logistics facility and tabled the application in order to conduct a site visit of the property.

Greg Beeche Logistics, LLC– Site Plan

TABLED. Board received a presentation seeking to expand their outside storage, reconfigure/restripe the parking lot and allow access from Briggs Lane. The Board tabled the application in order to conduct a site visit of the property.

Donald Roberts: That wraps it up. A motion to adjourn.

Mike Ziobrowski: I'd like to make a motion to adjourn.

Tom Werner: Ill second that

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