

The July 16, 2014 Regular meeting was called to order at 7:00 pm by Supervisor Tollisen in the A. James Bold Meeting Room at the New Town Hall with the following members present:

Kevin J. Tollisen, Supervisor
Paul L. Hotaling, Councilman
Daphne V. Jordan, Councilwoman
Lyn A. Murphy, Town Attorney
Cathy L. Drobny, Deputy Town Attorney
Lynda A. Bryan, Town Clerk

John P. Wasielewski, Councilman - Excused

PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE

PUBLIC HEARING: LINDEN VILLAGE PDD

Supervisor Tollisen asked if anyone wanted the Public Hearing read. Hearing none, he opened the Public Hearing at 7:02 pm

Donald Zee: Good evening. My name is Donald Zee. I am the attorney for the applicant which is Marini Homes. With me tonight is Ken Werstad with Creighton Manning Engineering and Ivan Zdrahal who is the engineer for the project. What we have is a 38+ acre parcel which is currently zoned R-1. The property is located off of Dunsbach Road as well as Vischer Ferry Road seeking is a PDD. With regard to the 38 acre parcel, we are seeking a cluster conservation subdivision of 48 single family homes. This would be a conceptual layout on the property. It would have a means of ingress and egress off of Dunsbach Road. The entire perimeter shown right here, as of right, the parcel is 41 single family building lots. We are seeking to increase the density to 48 cluster building lots. With the 48 lots, we are seeking to build cottage type houses. We have a street scape showing the type of homes that are being proposed here. They would range from 1,700 to 2,300 square feet in size. This is a product that is currently being built in the Town of Halfmoon at the Brookfield Place. With the proposed project, we would have a reduction in the amount of lineal feet of road from 3,100 to approximately 2,500 feet of road. We are seeking lots that are approximately 10,000 square feet in size, with homes would be separated by 20 feet; 10 feet setbacks. This is a product that is currently being built in the Town of Halfmoon at the Brookfield Place Subdivision as well as a product in the Town of Colonie known as Lake Ridge.

What I would like to do is talk about what we are proposing in comparison to where we have been. At the Town Planning Board level, we had come in numerous occasions and there were two public information meetings with regard to the original proposal. Initially, it was proposed in excess of over 302 housing units of which 260 were apartments and 42 single family homes. When we went to the Public Informational Meeting, the residents of the town as well as the Planning Board had indicated that they didn't like the project because there were too many apartments. We eliminated the apartments totally. In lieu of the 42 single family homes, and as of right of 41, we are proposing 48 single family homes. With the original project of over 300 housing units, there were concerns over traffic, especially impacting the intersection of Dunsbach and Crescent Roads. Obviously, we are reducing the number of peak trips based on our traffic count of 254 to 48 trips during the peak hour in the evening. In addition, we talked about reduction of impacts to the school system. It was anticipated at that time of 103 school aged children that would be generated by the 302 housing units and now based on the number of students in Brookfield Place which are on the cottage lots, which we believe and has shown to be attractive to empty nesters. We project that there will be 12 school aged children in that project.

With regard to sewers, obviously with less housing units with less people there is a substantial reduction, in fact in excess of 75% reduction in the anticipated sewage flows in the project. Storm water, we understand that drainage is a major concern in the surrounding areas in the town. We are proposing a substantial reduction in the amount of impervious surface. The more impervious surface that you have the greater the speed and velocity of the storm water. We are reducing it from 19.3 acres of impervious surface to 5.8 acres.

Public benefit: we had proposed a public benefit of \$1,000 per unit or \$302,000, we are now proposing improvements that are now valued at \$125,000 or \$2,600 per unit. I will go over the improvements later in the presentation. There were also comments with regard to lack of play area in our original project. Now we have community recreational amenities which are trails, a shelter and open space. Open space would be maintained by a Homeowner's Association. We would increase the amount of protected space from 38% of the project to 56% of the green space.

I want to go over a comparison with regard to the 48 homes that we are proposing under the PDD carriage homes, cluster homes versus the 41 traditional homes. Once again, the units that we are proposing are 48 as opposed to 41. We are proposing to preserve more green space with the PDD because the lots are clustered, they are smaller, we have less roadway. 56% of the land would be preserved versus 38%. Now this is very important because we saw in the newspaper, a residents and the town in general are concerned about storm water management. Once again, if you preserve more land as green space, you will have less run off. The length of the roadway is going to be shortened as proposed by 600 feet. We would have the public benefit of \$125,000 whereas with a conventional layout right, there is no public benefit that would be required. Park fees because of the number of housing units, it would increase from \$61,500 to \$72,000. With a conventional single family home subdivision, based on our experience with the Marini project alone in Brookfield Place, traditional homes, they would have 34 school aged children, we anticipate 12. There is no requirement for a play area which we would not have in a as of right, here you have a play area maintained by a Homeowners Association.

I want to go back and discuss the storm water a little bit more. After our last meeting, we heard some residents' concerns about storm water. We did have Ivan prepare a water shed analysis. Just so everybody knows where the specific area where the storm water flows. (Mr. Zee put up maps) The area that is highlighted in red is the 38 acres that is the project area. We have highlighted in orange the roadway that we have shown in this layout here. You can see where the residential lots are located in our concept plan. You can see 5 mass areas in yellow, which is labeled D. C, which is in green, purple which is B, A which I am going to call orange and we have the blue in this area. (Mr. Zee showed the map to the Town Board and Ivan passed a copy to each member).

The area in yellow which is the largest piece, that is the water shed. This is the storm water for this area. This is where it is all encapsulated, where it flows and where it anticipates it to drain. As you can see, the area in purple constitutes the majority of the subdivision; you can see where the lots are laid out and to the top of the map, the portion in yellow. I know that there is a gentleman who owns the property immediately adjacent to the land and he was concerned about the development of the roadway system etc. adversely impacting adjoining lands in orange. We really aren't proposing any development in his water shed area, which is where his property is specifically located. So, we just wanted to point that out.

To the north, you see the area C which is 14 acres. The majority of that land is outside of the purple or where the building lots are to be developed. So realistically, as we propose it to lie out, there are 2 drainage water shed areas that are being involved. It does not really impact the property owner to the south. It does not really impact the property owner immediately to the north. I just want to go into a

discussion about the public benefit. The public benefit area is if you look into the area in blue and you look at Dunsbach Road, it says area D culvert. That area D culvert is where we propose to replace and improve the culvert. That is off site, we do not drain into that site. It needs to be for the public, not for the purposes of our client's project. It would be beneficial that it be improved. I believe that Ivan met and confirmed again today or yesterday with Mr. Pingelski that in fact it would be a public benefit if this culvert area were to be improved.

The second area of improvement is area B which the is culvert 24". Once again, we do not specifically impact that area. Ivan, our engineer met with Mr. Pingelski and confirmed that that is outside of our scope of work that would be required for a project of this nature, and it would in fact be a public benefit.

The third area of the public benefit would be creating a turn lane at the intersection of Crescent and Dunsbach Road. As it goes south, you would put in a turning lane to allow a left hand turning lane to go west on Crescent Road. By creating the additional lane, it would allow people to turn right onto Crescent going towards the Northway without waiting in line for people who want to go straight across over Crescent Road or to take a left onto Crescent Road.

Pretty much, that is our presentation. Once again, I want to point out with the issue of traffic, we believe with the project that we have, we are staying within the parameters of the existing service. With this project, we reduced it substantially since it has been presented by the applicants. I think that we have thoroughly addressed concerns raised at informational meetings and issues raised by the residents and by the Board. We believe that the public improvements that we are proposing are real and hopefully confirmed by your Highway Superintendent that they would be beneficial and as I said with regard to the HOA land, they would be maintained by a Homeowners Association and we would in fact create trails and a shelter there. We would be happy to answer any questions that you or the Board may have.

Supervisor Tollisen: I think that you have somebody here with regard to traffic. If you could have Mr. Werstad speak on the traffic issue, I think that it is obviously an area of concern for the Board. If you could have him speak about the traffic, that would be good.

Ken Werstad, Creighton Manning Engineering: We are the traffic consultant for the project. As Mr. Zee has pointed out, we had originally started this project back in 2007 when a much larger development was being considered. Over the years we have updated that, changed the proposal, as the site plan had changed as the project changed and now we are here today with a substantially smaller development than what was originally proposed. We had done a lot of work based on the original work and we realized that when this project has been substantially reduced, it was a good time to come back and revisit all of the traffic, recount it because a number of years had passed. We went out and recounted the traffic volumes at Woodin Road and Crescent-Vischer Ferry Road and Dunsbach Road and Woodin Road, which are essentially the two northbound and southbound directions that residents from this project would head.

We had also looked at a number of other developments that are being proposed in the area. I think that we included about 7 of them. They included the Princeton Heights project which is kind of behind this one, Hudson Ridge which is under construction and as part of that, we are also proposing a second phase of that which has not been approved, but we still included that as part of our traffic analysis, the Halfmoon Yacht Club, known also as Krauses, Sandy Rock and two projects over in Clifton Park that the Planning Board had asked that we include that are off of Grooms Road and Crescent Road just to the west side of the interchange.

With that, we had looked at this project itself based on the smaller usage and as Mr. Zee had pointed out, in the morning we are going to have 43 trips generated and in the afternoon about 54 with an average of about 48. What those trips entail is any vehicle that leaves or enters, counts as a trip. So if you were to go to Dunkin Donuts and come back, that counted as 2 trips. Obviously, trips generated in the morning are more likely to be exiting, people going to work. Trips generated in the afternoon would be coming home from work and there is a little bit of back and forth in there as well.

With that information, added that on to the traffic volumes that we had counted out here and also the traffic that would have been generated by these other developments, we then added them all together to give us what traffic conditions would be like out here after the project was built and the residents were moved in and things were operating. Then we take a look at the lane arrangements of the intersection. How many lanes are proposed, does it have a traffic signal, does it have a stop sign, does it have turn lanes etc. With that a series of calculations that we go through that translates to the lanes that we have and the volumes that we have into a grading system. That grading system is called Levels of Service. A is very good and level service F is bad. Those grading systems correspond to different values of delay. If you were to pull up to the intersection and only wait a few seconds to get through, you would have a level service A, it would be very easy to get through there. . If you were to pull up to the intersection and you have to wait a couple of minutes to get through, you would have a level service F.

We have looked at our calculations, ran through traffic volumes for the various scenarios. At the north end of the project on Dunsbach Road and Woodin Road, that intersection was going to operate on a level service of A & B. Obviously, traffic on Woodin Road doesn't have to stop for anybody really. It is only the traffic on Dunsbach Road that needs to stop and they would be a level service B. Down at the other end of Dunsbach Road at Crescent Vischer Ferry Road, traffic heading east and west, you would only have to yield to some people who are oncoming. Pretty much, the left turn to get on to Dunsbach Road is a level service A. Now, when you are exiting Dunsbach Road in the southbound direction in the morning, that is a level service B and then in the afternoon, it is a level service C. We had looked at before the project, after the project and in between and we didn't have any real changes in those delays when we added in all of the traffic from the project.

We had also looked at the conditions with the tight turn lane. As Mr. Zee had pointed out the right turn lane basically will allow you to pull into the turn lane and obviously turn right and that is an easier movement to make than trying to turn left. If you are trying to turn left and head out toward Route 9 that is only going to be a harder movement because you are trying to cross two lanes of traffic. There aren't a lot of people doing that today but when it does it is going to hold everybody up behind them. The added benefit of having the right turn lane provides a separate movement so that if you are heading toward the Northway you can do so and you do not have to wait behind people who are waiting to turn left.

I think that is an overall summary of the traffic plan.

Supervisor Tollisen: Thank you. There might be some questions in a few minutes.

Ken Wersted: Certainly.

Donald Zee: I did want to end by looking at your Zoning Code itself and look at your provisions of the PDD. The objective is that you are proposing in your zoning code when entertaining the proposal of the PDD. They talk about the creation of a choice of housing environments, so a difference in type occupancy etc. and lots sizes and common facilities. Once again, we are proposing carriage homes and there are not a lot of them in the Town of Halfmoon. We are proposing a cluster or a conservation

subdivision by proposing smaller lots. They talk about Item #2, more usable open space and recreational areas, and that in fact is what we are proposing; more open space, recreational facilities, that are not the responsibility of the town, but the Home Owners Association to maintain. They talk about preserving the natural topography and features and by having a cluster development with smaller lots, we are keeping more vegetation, hence when we are talking about less impervious surface being created. They talk about efficient use of land resulting in small networks of utilities and streets. Well when you have 600 lineal feet less than what was required to develop an as of right subdivision. We are in fact using the land efficiently; we are reducing the amount of utilities and the amount of pipes for water and sewer lines. There are less roadways to be ultimately maintained by the town. At the end of the day, given the prices that we anticipate for the homes here, which is somewhere in the mid \$300,000 range and up. It is still going to maintain the value with the neighborhoods with the homes that we are proposing. With the extra open space and the cluster development maintaining some of the rural character as compared to an as of right subdivision would look like which would be on larger lots, larger homes, etc.

I think that the project as we have proposed it after we have gone through all of the iterations, the public hearings, and the informational meetings, we have reduced the project substantially and we believe it is more in keeping what the intent was of your PDD legislation.

Councilman Hotaling: On the culvert pipe upgrades, that are presented here, are they the existing size and just the pipes replaced?

Ivan Zdrahal: In this yellow drainage area D, it drains across Dunsbach Road. Right now there is an old culvert on one side that is 24 inch and on the other side are 2, 15 inch pipes. That culvert will be replaced most likely will be a 24 inch culvert. However, speaking with John Pingelski today, this area offers an ideal opportunity to utilize this naturally low part of this land, which is wetlands and substantially below the road for a temporary detention. It will protect basically the down streams area from flooding. It will be a public benefit twofold, replacing the infrastructure itself and the pipe physically, but also we would look at how this culvert will function. It will protect the town in the same area from excessive flows from the watershed.

Councilman Hotaling: That was mainly my question because I wanted to make sure you weren't oversizing

Ivan Zdrahal: The tendency would be put in a bigger culvert but if you go bigger you are pushing the water down and would have a problem downstream. Sometimes you would look at that and see how you accomplish it. This other area here, this is just a minor existing drainage for improvement. We would install a section of new pipe, new catch basin which would improve the road drainage in that area.

Councilman Hotaling: OK and I had a traffic question. On your traffic study, you can go north and south out of the proposed project. How much of the traffic do you have going south and how much do you have going north? Do you show an influx on Woodin Road to the north?

Ken Worsted: We had about 40% going north and 60% going south.

Councilman Hotaling: OK, but the numbers that you gave us was combined, the number of trips

Ken Worsted: The number of trips that we gave you was the total of what was coming in and out of the main entrance. So, of that approximately are 40% going north and 60% going south.

Councilman Hotaling: OK

Supervisor Tollisen: On the storm water drainage, I just want to be 100% abundantly clear; all of the storm water from this project is going to be contained within the project?

Ken Worsted: That is correct

Supervisor Tollisen: There is nothing funneling out of it onto Dunsbach Road. There is nothing funneling out to any other corridor or anything like that? We have the maps, so if you want to show the public, that is fine.

Ivan Zdrahal: When we will do the engineering for all of the roads and the infrastructure, the storm water management would have to be addressed and will be addressed by the creation of two storm water areas. One will be located in here and will drain down into this area

Supervisor Tollisen: Now the blue area that you are talking about

Ivan Zdrahal: The blue area is sort

Supervisor Tollisen: is wetland

Ivan Zdrahal: it is all wetlands, very low. It is sort of like a graphic representation of where the water could back up.

Supervisor Tollisen: Is that your property?

Ivan Zdrahal: It could back up there right now. I do not know how it would look like when you had the flooding, but if this culvert would not be able to take the water, the water would back up in here. It is 10 -15 feet below existing properties there. One storm water area would be there and one would be here.

Supervisor Tollisen: Are you draining any of your development off onto any other property other than your own is my question.

Ivan Zdrahal: The drainage would enter into the existing drainage ways which is on property and continue downstream.

Supervisor Tollisen: So there is no drainage going into any other properties other than your own.

Ivan Zdrahal: The discharge points are on the property, but they discharge to existing drainage ways. I just want to be clear on that, we have to control the water in such a way that downstream there is no

Supervisor Tollisen: That is obviously a concern about drainage and I want to make sure that if we were to approve a project like this that we are not going to contribute to a larger issue of drainage. I want to make sure that I am hearing from you that the drainage can be controlled within your project and that it is not going to create a drainage issue for residents on Dunsbach Road, for other developments like Princeton Heights and Northwood.

Donald Zee: That is a requirement not only of the town but it is a requirement of New York State DEC and you have a town engineer who is very knowledgeable with regard to storm water management. If this project were permitted to move forward, we would have to do detailed engineering storm water analysis for both DEC and your town's review. With regard to storm water, the post construction flows, cannot leave the site any faster, in fact, slower than pre construction flows. So, post

construction flows, the construction that we do on the site, must slow down the rate of the flows off site.

Supervisor Tollisen: Very good.

Councilman Hotaling: So you are still planning to have runoff go to the area D culvert pipe.

Donald Zee: That is correct.

Councilman Hotaling: For Kevin's question, you are flowing off site.

Donald Zee: That is correct. This is what DEC requires. You cannot create a dam. You start creating dams and all of a sudden you get to a completely new regulatory standards and I don't think that DOT or the county or the town wants Dunsbach Road to be defined as a dam. If you stop the flows completely, then you are creating a dam and that can't occur under the circumstances. But, we will decrease the rate of flows from pre-construction to post-construction.

Councilwoman Jordan: You mentioned amenities such as trails. Are you talking about trails within the development, or would you also entertain trails to our town standards in regard to our town master plan and perhaps trying to connect a trail from your development to others, which is the goal of the Open Space & Trails Committee.

Donald Zee: I think that we would consider that. I am not intimately familiar with what your trail standards are, but it is something that we would consider.

Councilwoman Jordan: Thank you.

Supervisor Tollisen: Now, what I will do is open it up for public questions.

Kathy Kowsky, 132 Dunsbach Road and also representing Paul Gregor, 133 Dunsbach: This drainage that they are showing, the blue, is my property. It is my father's property, but I am also on the deed. Do you want your Homeowner's Association to pay the taxes now that you are going to use it for your storm water? Right now, if I took a piece of plywood and threw it off Dunsbach into the culvert, within 12 hours, I would flood Suffolk Lane in Northwood and their houses would go under water. That is the amount of water that goes through that section right now. It really doesn't need much more. If it has more coming through, it is going to have to be pushed down. I know that they redid the culvert on Woodin because of problems with the development in that area. We have to get rid of the water faster unless you are going to go all the way back up to Northwood. It has happened previously. We have had the water come up over the road. Now, that road has been raised about 16 times since 1930. If you go down that road, there is an old house there that was my grandmother's house. Her driveway has been raised; my driveway has been raised 10 feet in the last 30 some years because they keep raising the road, and raising the road. So you have got a good area to hold back the water. You have a very steep embankment, Mr. Pingelski will agree with that one. But when the water comes up over the road, we've had to shut the road; they have had to come in with machinery and dig away at the side of the road and let the pressure through. They have done a little bit with replacing the drains but there is a lot of water coming through there and I would like the board to be aware of that. Thank you.

Supervisor Tollisen: Thank you.

Marianne Geleta, 128 Dunsbach Road: I had some issues last time at the last meeting because they had mentioned that Dunsbach Road at the intersection of

Crescent that Dunsbach was a B. I do not ever remember it being a B. I went back through a lot of the town meetings minutes and the previous traffic study and the new traffic study. The last one is rated a C, an E and an F on the other side. In the other minutes it's also, as Mr. Ken Worstad from Creighton Manning stated

Supervisor Tollisen: What date are you looking at?

Marianne Geleta: This one is October 15th, 2013 where Crescent & Dunsbach were rated a C to an F. So just the last meeting where they said it was a B and they mentioned this time that it was a B. I know because I went back and looked and living there, I know it's never really been rated a B

Marianne Geleta Read the following along with showing graphs of the traffic study that she did herself.

I had a discrepancy at the last meeting with the traffic engineer who stated Dunsbach Road is rated a "B". We couldn't speak after he made these statements so I'm disputing them now. (see attachments of meeting minutes, traffic studies)

Dunsbach is rated a C/E/F now even without the other 8 future developments and traffic that's coming (with no-build conditions). I don't remember it every being a "B". (see previous traffic report)

He also stated that traffic decreased on Crescent Road but they contradict that in their new traffic study done in March, 2014 where it states that traffic is increasing on Crescent Road by 25% each year. (recent traffic report)

I guess this is where it gets tricky because it depends on when you do your traffic study and how you word it. When I did mine I tried to cover several months.

Everyone who lives here knows it's bad. For example, I noticed one is being done now in front of Hughes's property for a future development that will connect to Linden Village. They are doing it on a Monday in July when there's no school or college classes and a lot of people are on vacation.

It's sad that we have to come to all of these meetings and review traffic studies and green spaces and buildable land. We all work; we have jobs and homes to take care of. We shouldn't have to make this a second job. But I guess you have to do this to protect yourself and your property.

This project has gone from 468 apartments to 48 single-family homes. Why couldn't they have proposed something like this in the first place? Obviously, they are still making money so why come to our neighborhood and get everyone all upset?

Marianne Geleta: I have a hard time as to when traffic studies are done. I am very weary because I am the one who sat there counted all the traffic at the corner. I still

have all of my charts and these are my discrepancies of the traffic and the traffic counts. I really don't believe in the traffic counts.

The other thing with the culverts, the blue space here, and my property is the property that the culvert dumps out into, so I am very worried about that. The last meeting minutes, they said that the drainage was going to be sent north. I hoping that I will be kept informed of the work on the culvert because the water will dump into my side, and my Cousin Kathy Kowsky's side. I also have pictures on my phone of the last storm where the water is almost to the top of the road. So if they do put in another culvert, all of the water does come my way.

I am very happy that the project is now single family homes and they are cottage homes and they are saving a lot of the green space because to come out in the beginning and with 468 units and all of this traffic just upsets everyone. Something like this is a totally different situation to work with. It is hard because everybody works and you have to take your kids and you are busy and you have to come to all of these meetings and catch all of these little things all of the time. I am happy that it did go down and I am also happy about the impervious surfaces because I know that the other development that is next to Northwood, Princeton Heights, the developer kept saying it was the opposite. That more building would be less of a drainage problem and I kept saying that it was the opposite, it's just no way it could be. I am very, very happy that the green space does absorb the water. That was my only thing. I was upset about the road at Dunsbach and Crescent being rated a B because it has never been rated a B. The new traffic study, the letter doesn't have any traffic count numbers. It just has percentages and A's and B's. I still have all of my counts, months' worth. That's all. I had to get that off my chest. Thank you.

Supervisor Tollisen: Mr. Worstad, can you address the issue about the conflict between the different dates and the different ratings on the road.

Ken Worstad: As I had said earlier, we had done a study back in 2009. As the site plan had changed, we updated it based on those original numbers that we had. The study was last revised back in November 2011. In it there are traffic volumes, traffic figures, levels of service and it does describe how Dunsbach Road on the southbound approach operates better than the northbound approach. Certainly people who live on the Crescent Vischer Ferry Road, most of them are coming up north and then they want to take a left to get over to the Northway. That is much more difficult movement than people who come down from the north, come down Dunsbach Road and want to take a right. That right turn is a lot easier than trying to take a left turn. That goes toward the northbound being an F and the southbound being a B or a C. That's why it is much harder and a level service F on that side. Be thankful you live on the north side because it is easier.

Supervisor Tollisen: So what is the difference between what you are saying and what Ms. Geleta brought up?

Ken Worstad: I think that she was referencing in previous presentations and reports, we had a number of different conditions. In the previous reports we had a traffic study with a development of 300 units being proposed and now we are down to 48. There are differences in both the traffic volumes that we originally used and there are also differences in the plans that were being analyzed.

Councilman Hotaling: Sir, you had stated that you were using information from 2009, so a lot of this development that you are stating that you used in your traffic study now, wasn't even on the table in 2009.

Ken Worstad: The information that we used from 2009 was current back then. 2011 was when we were doing the first two larger developments of 300 units, the one with all of the apartments. When the proposal got reduced down to 48 homes, we said, it's been a long time since we went out and did these counts, let's go out and do

new ones. So, we went out this spring and counted new traffic volumes and we did a new analysis of what this current site plan entails.

Councilman Hotaling: You have Princeton Heights; you have other projects that you are now using that weren't approved back then.

Ken Worstad: Correct.

Councilman Hotaling: So I am thinking that the 300 number isn't as steep as you are making it sound. There are 50 some homes in Princeton Heights that weren't there in the traffic study before

Ken Worstad: Princeton Heights was included in our first traffic study. So to give you a quick overview, in our first traffic study we included Ellsworth Landing, Princeton Heights, Hudson Ridge, Sandy Rock, Casale Rental, which is down the road, Walgreen's, Stenner Pump, Halfmoon Family Dental, General Mechanical, and the Halfmoon Yacht Club. We also included gateway retail, which was a parcel next to this one, almost ten project that we included. When we came back in the spring and we said, you know what? We are picking up new traffic counts. Some of these projects are already built. Any traffic that they are generating is now already in our counts. So for example, Walgreen's, we don't have to include because it already generates traffic. So when we go out and do our new traffic counts, if someone were going to Walgreen's, it's already included.

So in the new traffic study, we looked at only the projects that are still being either approved and not built or being proposed. Princeton Heights is approved but not being built, how much traffic is that going to generate? Kensington is under construction and if they were to finally be built out, how much are they going to have? The Sandy Rock project, the Halfmoon Village & Yacht Club, obviously there is no plan to build anything at this point. It basically is making things conservative. There is the Grooms Road residential project over in Clifton Park and also Crescent Woods down near the Okte School. So, am I answering your question?

Councilman Hotaling: You originally said you used the Halfmoon Village & Yacht Club, now you are saying you didn't have to because it is not built.

Ken Worstad: We used it, but I am not aware that there is any plan to build anything there tomorrow. Meaning, Princeton Heights is moving forward and looking to do whatever they need to do to build out. Kensington is obviously under construction. Our analysis is conservative because we assume the Halfmoon Yacht Club was going to be open when this is going to be open. But in reality, it probably isn't. So our traffic study is conservative. We have the numbers in here and we have included it in case it was to happen.

Supervisor Tollisen: Just to be clear, you have taken the traffic study and you have added in all of the potential projects and their projected number of cars or vehicles or I will say trips in this analysis.

Ken Worstad: Correct.

Maryanne Geleta: I just want to say; the instances that I took from this are what they call no build situations so all of these developments that I don't think have anything to do with this is pre at Dunsbach at that corner was a C, E, F. Each instance that I took said no build conditions and it was a C, E, & F. The B was the thing that was bugging me.

Supervisor Tollisen: What we can do before we vote on this, we can have the town engineer review it to make sure it is clarified and there is no confusion with the traffic study. So, we can have our engineers look at this. The traffic is definitely an

issue up in that area and I will tell you that at the last meeting we talked about it a little bit more. There was a resident who had requested a speed limit study. We are looking into speed limit studies on Crescent Road and Dunsbach. In fact we have already requested it. I have also requested Senator Marchione's Office to assist and meeting with DOT to look at a traffic light if that is something that would work in that area. I am not so sure that they are willing to do that. But again, we are looking at it in a more global scale as well to try to improve that area.

Donald Zee: There was another question that was raised. The counter that was out there are not part of this project. They are not being done by Creighton Manning. But, I just wanted to point that out because there was a question raised about when the counts were done and to make sure they were done in an appropriate time when schools are in session etc. These counts were taken on March 6, 10, & 11, 2014. That is why we said we have the most updated counts that were taken at these areas. I think what they were talking about with the build and no build item. I read traffic studies all of the time and I get confused, and I think and all due respect, as far as a traffic engineer talking in layman's terms, just like the Supervisor may have people say, stop talking legally etc. So when they talk about the build or no build, that there is an underlying number that is anticipated whether construction occurs, it's like background traffic. It increases every year whether anything happens construction wise or not, whether approvals occur or not in a no build, there is going to be an incremental increase of trips that occur on the road. So, in a no build situation there is traffic that occurs from one year to the next that is what is incorporated in this.

We did an analysis with the no build in the area as to the level of increase because it can vary. Obviously, these are things that you can or the town engineer is going to review before you can make a SEQRA determination. All of these reports do not get presented by my client, by our engineers and just given to the Town Board for them to make the final determination; you have town engineers who are going to review all of these documents and since I don't see them here, I know that you are going to raise that and ask them to review all of these reports to make sure what is represented in here is a fair and accurate representation of what the underlying traffic is. I just wanted to point that out.

Tom Primeau, Springbrook Trailer Park: Another question that I have about your traffic study. Where do you guys set to take your traffic studies? Around the corner? I live in the trailer and I never see anybody taking notes but her. She is the only person I have seen doing a traffic study and I have lived there for the last 7 years.

Secondly, the last time that we left here; there was a concerned resident about the emergency access roads. Can you tell me where they are going?

Donald Zee: We have initially shown a petition showing a potential going through the adjoining property. After our last meeting, we had spoken to the Fire Commissioners and they had indicated that they don't particularly like the concept of the emergency access road, given the location and all. So, we have a couple of different options that we are exploring right now that includes potentially going to the west towards the driving range in that area, or possibly going through adjoining properties to the north, only for emergencies. Right now we do not have specific development plans, but obviously that is something that will be explored if we are permitted to go forward.

Supervisor Tollisen: Mr. Primeau, to answer your question, if this project gets approved by the Town Board, it has to go back to the Planning Board for site plan review. At that point, there is a more detailed analysis given of which the fire department weighs in on the emergency access and making sure that fire protection can get in those areas should the main entrance be blocked or something like that. That will definitely be addressed through site plan

Tom Primeau: It wasn't so much that I was asking for the fire department, I was wondering where it was going to come out on that road as opposed to where the driveway is going to come out. I am afraid to drive that road. Somebody is going to get killed at that intersection, I guarantee it. They go up over that hill and around that curve and believe me they don't slow down. That is what I worry about. I don't want to see anybody get hurt. I live too close.

Supervisor Tollisen: OK, we will note that comment and make sure the town engineers have that as well.

Tom Primeau: Secondly, with Dunsbach Road, there is times when I can't get out in two minutes. If there is an accident on the Northway, they are lined up from Crescent Road by the Northway Bridge, all the way down to Route 9. I have seen times when the Fire Company could not get their trucks out of the station with the cars in front of the station. That is a concern to me. They say they can't get a red light there. Safety has to be thought of, and I am sure that they are, I'm not saying that are not. But, they are looking at it from their point of view and we look at it from people who see it. I have been involved with the fire department for 47 years. I am doing it for the safety of the people. I travel these roads, my wife travel these roads, my kids. I do not want to see anybody get hurt. My kids, yours, or anybody else's, it is something that we really need to think about, the safety of our people. That's all.

Supervisor Tollisen: Thank you very much.

Donald Zee: We recognize that safety is very critical for any project. It should be noted that we didn't talk about it as a public benefit. But if you look in the package with regard to the public benefits OS-2, we specifically talk about and it is in our Narrative, that we are talking about clearing existing vegetation so you can see around the curves better. That would be part of the improvements that we would be making along Dunsbach Road.

Councilman Hotaling: Have you guys looked at site distance yet?

Donald Zee: Yes, that is in the traffic study as well. Increasing the site distance with traffic along the roadway, we are talking about clearing the existing vegetation along the right of way so you can see even further.

Larry Koniowka, 15 New Castle Road: I have 3 different points that I will try to hit quick. One was on the trails that you had mentioned earlier. Between Princeton Heights, and the Linden Village project, in my opinion they are destroying some pristine nature back there. There used to be nice trails back there. They would ride motorcycles, walk their dogs, jog, and snowmobile. Maybe those two people can get together and think of ways the public, because this park and this trail are not for the public. It is private for these people. If you are thinking that you might get a park, these people are getting a park. What about the public? The Princeton Heights and Linden Village people, maybe they can get together and preserve some of the trails that are back there so people could still walk their dogs, jog and see some nature that might be left behind.

Princeton Heights was asked to have two exit points with their 52 houses, 51 houses. This was not something for Linden Village to entertain. Since they downgraded here, they eliminated the second exit point. I know that the emergency access as most people know will probably open up and not be an emergency exit. That will be a through way soon.

The last point that I wanted to make, no one has talked about it and I am just curious about, because I like food. What is going to happen to the Mama's Pizza with this new turning lane? How is that going to be affected? Are you going to

destroy that business? Is that pizzeria not going to be around anymore? That has been a staple in our community forever. It is pretty hard to get in and out of there now and you are going to decrease their parking lot and move that fire hydrant in. I do not know how they are going to maintain their business. Just for your business to destroy another business, I don't know if you even considered that but I did. Thank you.

Supervisor Tollisen: Thank you, any response?

Ken Worstad: On the turning lane issue, it is all within the right of way. Mama's Pizza has property and there is an imaginary line. If you are driving southbound to Dunsbach Road, you come up to the front door, they have some parking right there in the front. They have a parking lot area and the parking lot has a green area that is separated by the parking lot and the actual road. That green area is mostly within the town right of way, or part of the town property. So, the turning lane would be widened in that area. There is a fire hydrant that is in that area that would have to be moved back but I don't believe that it will be affecting any of Mama's actual property. It is all within the town right of way, property.

Supervisor Tollisen closed the Public Hearing at 8:06pm

Based upon the comments, it is the Board's pleasure to hold

Councilman Hotaling: I would like to send this to Clough for a little bit more review

Supervisor Tollisen: So we are going to hold tonight and send it off for a little bit of review to Clough for the traffic portion of that

Councilman Hotaling: Correct, and I would also like to have them look at the site distance for safety purposes

Supervisor Tollisen: and site distances, very good. So, Mr. Zee and Mr. Worstad, if you could contact my office tomorrow and we will connect you with Clough Harbour, our main engineer that we deal with is on vacation, so I will let you know who is filling in. I think it is Joe Romano, but we can let you know that, OK? Thank you very much.

PUBLIC HEARING: SIGN ORDINANCES AMENDMENTS

Supervisor Tollisen asked if anyone wanted the Public Hearing read. Hearing none, he opened the Public Hearing at 8:07 pm

Supervisor Tollisen: Miss Jordan, do you want to summarize?

Councilwoman Jordan: The Sign Ordinances were proposed by the Business and Economic Development Committee. It is the committee's purpose to help our area businesses in town to be successful. In saying that, but to also draw new businesses to town because we want to be business friendly and welcome them. We do have three sign ordinances that have been suggested and one that we currently have was suggested to be omitted or stricken from the ordinances. We did have the amendments up on the dais last meeting and they are all gone tonight.

Councilwoman Jordan summarized the following:

Signs

165-48 Sign Definitions

N. A-Frame signs- A self-supporting, portable sign with one or two faces that are adjoined at the top and displayed at an angle, which is not permanently anchored or secured and designed to be placed upon a private sidewalk, plaza or other area where pedestrians walk or gather. The signs shall be constructed of durable, weather resistant materials such as wood, steel, chalk board, white board, aluminum and PVC. The use of cardboard, paper, fabric and non-rigid materials is prohibited. The signs shall not be illuminated or reflective. Construction of the sign shall be of professional quality.

165-49 Permitted Signs

(11) A-Frame signs: provided they are no larger than three (3) feet tall and two (2) feet wide. No sign shall be placed in such a manner as to obstruct the entrance or exit from the building or the pedestrian use of the sidewalk. Signs shall not block or interfere with ADA accessibility nor restrict pedestrian movement. Sign shall be displayed during advertising entity's business hours only. Signs shall be brought indoors at the close of business each day.

165-50 General Regulations

D. No rotating, projecting or animated sign shall be permitted. LED signs that change content every ten (10) minutes shall not constitute a violation of this section so long as there is no animation/movement other than the content change.

M. *(shall be omitted)* Mobile, portable or any vehicle mounted signs are not permitted in any district, except as otherwise permitted herein.

160-52.7 Replacement Signs

A replacement sign for a previously-approved sign and tenant and which is similar in size, location, height and any other requirements of this chapter shall not require review and *approval* by the Planning Board. To replace signs in an existing business, an application for a building permit must be filed in conformance with this chapter.

Councilwoman Jordan: These ordinances are meant to be designed as business friendly and welcoming to our businesses in Halfmoon.

Supervisor Tollisen: Just on the replacement sign, if existing businesses wants to replace one of their signs with a new sign and they would have to come before the Planning Board currently, we are looking to change that and be a process with the Building Department and they don't have to go before the Planning Board to change their existing sign.

Does the Board have any questions on these? Does anybody from the public have any questions with regard to any of the sign amendment changes?

Supervisor Tollisen closed the Public Hearing at 8:13 pm

I don't believe that we can vote on that tonight because of the County review. They will provide us with their recommendation. So, we will put that on hold until the next meeting.

COMMUNITY EVENTS:

July 18th 6:00 – 8:00pm Town of Halfmoon Character Counts Family Basketball & Movie Night: At Town Park. Basic basketball skills will be given & a Team game will be played. Movie will be Shown at Dusk weather permitting. Sponsored by Halfmoon Celebrations Associations

Senator Kathy Marchione & Catholic Services are offering Free Opiate Overdose Prevention Training with Naloxone (Narcan) on Monday July 21 at Town Hall at 3:00pm and 6:30pm. Please RSVP at marchione@nysenate.gov or call 371-2751

50th Anniversary Mustang Car Show: July 19th 10:00 – 4:00 pm at Town Park (Rain date July 20th)

Clifton Park & Halfmoon EMS will be sponsoring a Senior Citizen Safety Program at their 15 Crossing Blvd Headquarters. This event will be held on August 13th at 1pm

The ALL PAUL SHOW – BEATLES TRIBUTE with FIREWORKS to follow 6:30 – 9:00 at the Town Park on August 14th.

Donny “Elvis” Romines Fundraiser to Support Our Troops Friday August 15 at 7:00 pm at the Wilton Elks hosted by Carol Pingelski Hotaling, the Yellow Ribbon Lady.

Movie Night: August 22nd Shown at Dusk weather permitting at Town Park

TOWN MEETINGS:

Town Board Meetings: 1st & 3rd Wednesday of month at 7:00 pm except May 7th at 2:00pm

Zoning Board of Appeals: 1st Monday of month at 7:00 pm.

Planning Board Meeting: 2nd & 4th Monday of month at 7:00 pm.

Board of Assessment Review: 4th Tuesday in May

Senior Center Business Meeting: 1st Wednesday of month at 1:00 pm

Halfmoon Historical Society: Last Tuesday of month at 7:00 pm

Zoning Review Committee: 3rd Thursday of month

Open Space & Trails Committee: Monday, July 21 at 7 pm

Resident Relations Committee:

Business & Economic Development Committee:

REPORTS OF BOARD MEMBERS AND TOWN ATTORNEY

Daphne Jordan: 1) Chair of Business and Economic Development, Chair of Insurance (Liability and Medical), 2) Liaison to Open Space and Trails Committee, (3) Co- Liaison to Zoning Board

The Open Space and Trails Committee Meeting is this coming Monday at 7:00 pm.

John Wasielewski: 1) Chair of Ethics Committee, 2) Chair of Committee on Emergency Services and Public Safety (Emergency Corps, Fire Department, Police, Animal Control), 3) Chair of Committee on Resident Relations, (4)Co- Liaison to Planning Board

Excused

Paul Hotaling: 1) Chair of Parks & Recreation, Infrastructure (Water, Highway, Building & Maintenance), 2) Chair of Committee on Not for Profit Organizations and Character Counts, 3) Chair on Committee on Baseball/Athletic Organizations, (4)Co- Liaison to Planning Board, (5) Co-Liaison to Zoning Board, (6) Co-Chair of Zoning Review Committee

Just a little update on the Car Show. I met with the Event Coordinator last week and he told me that they already had 75 Mustangs signed up even before the Cruise In part of it.

Halfmoon Summer Camp is up and running. Over 700 kids are attending with a lot of smiling faces. They have a lot of great young adults working taking care of our kids. There is still a couple more weeks still to go!

Lynda Bryan: 1) Chair of Senior Programs, 2) Chair of Committee on Historical Archives

Supervisor Tollisen: Just one more thing that I have with respect to the Bond Refunding. The town is currently in the process of refinancing some bonds that we currently have. The projections were when we started the process of the savings to the town over the life of the bonds is about \$600,000. That is still the projection. In the last week, we have had some calls with respect to the rating company. Standard & Poor's did our rating for the bonding and the report is here. It basically maintains the town's AA rating and maintains the AA rating with a stable showing. So, that is good news for the town and should result in a very good bond sale. Just a quick report on that.

PUBLIC COMMENT (for discussion of agenda topics) No one came forward.

DEPARTMENT REPORTS- Month of May

1. Building

Total # Permits – 137 Total Fees submitted to the Supervisor - \$24,159

2. Fire

Total # Permits – 9 Total Fees submitted to the Supervisor - \$441

3. Docks

Total # Permits – 6 Total Fees submitted to the Supervisor - \$372

DEPARTMENT REPORTS- Month of June

1. Building

Total # Permits – 111 Total Fees submitted to the Supervisor - \$28,580

2. Fire

Total # Permits – 18 Total Fees submitted to the Supervisor - \$882

3. Docks

Total # Permits – 2 Total Fees submitted to the Supervisor - \$1,426

CORRESPONDENCE

1. Received from the Town Zoning Board of Appeals approves the following: Use Variance for Crossfit, 11 Solar Drive, Effie's Boutique, 1 Birchwood Drive, tabled until August 4th meeting, and Public Hearings for August 4th for Upstate New York Subway LLC, 1508 Route 9, David Canfield, 157 Anthony Road, 159 Anthony Road, and 161 Anthony Road.

Received & Filed

2. Received from Courtney & Michael Krisanda, concerned residents from Rolling Hills, a letter opposing the proposed New Castle Asphalt, LLC.

Received & Filed

3. Received from several of the members of the Halfmoon Senior Center, thank you letters to the Supervisor & town for the "First Annual Picnic" for the seniors. It was a great day of food and fun enjoyed by seniors and staff.

Received & Filed

4. Received from Anthony DePasquale, President of the Halfmoon Girls Softball, Inc. a letter asking the Town of Halfmoon for the opportunity to share the boys baseball complex and call their home fields.
Received & Filed

NEW BUSINESS

RESOLUTION NO. 248

Offered by Councilman Hotaling, seconded by Councilwoman Jordan: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, & Jordan

RESOLVED, that the Town Board approves and orders paid Vouchers numbered 1292 through 1412, as detailed.

===== FUND TOTALS =====

10 GENERAL FUND	\$97,299.98
20 HIGHWAY FUND	\$17,391.29
25 SPECIAL REVENUE	\$3,765.60
30 CONSOLIDATED WATER	\$20,881.25
35 MISC. CAPITAL FUNDS	\$9,641.23
65 LIGHTING DIST	\$437.73
70 WATER DISTRICT #1	\$11,205.07
ABSTRACT TOTAL:	<hr/> \$160,622.15

POLL OF THE BOARD:

Councilwoman Jordan: Aye
Councilman Hotaling: Aye
Supervisor Tollisen: Aye

RESOLUTION NO. 249

Offered by Councilwoman Jordan, seconded by Councilman Hotaling: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, & Jordan

RESOLVED, that the Town Board approves the minutes of Town Board meeting of, July 2, 2014 as presented.

POLL OF THE BOARD:

Councilwoman Jordan: Aye
Councilman Hotaling: Aye
Supervisor Tollisen: Aye

RESOLUTION NO. 250

Offered by Councilman Hotaling, seconded by Councilwoman Jordan: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, & Jordan

RESOLVED, that the Town Board appoints Annemarie Zarelli, as provisional Senior Assessment Clerk in the Assessor’s Office at Grade 2, Base Pay,\$14.58/hr. per all pre-employment testing, effective July 28th, 2014.

POLL OF THE BOARD:

Councilwoman Jordan: Aye
Councilman Hotaling: Aye
Supervisor Tollisen: Aye

Supervisor Tollisen: I believe that Ms. Zarelli is here. Congratulations and welcome aboard!

RESOLUTION NO. 251

Offered by Councilman Hotaling, seconded by Councilwoman Jordan: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, & Jordan

RESOLVED, that the Town Board authorizes the renewal of Mobile Home Park licenses for the 2014-2015 licensing year per inspection and approval of the Director of Code Enforcement as follows: Halfmoon Heights Mobile Home Park, (Formally known as Turf Mobile Home Park) and Crescent City Mobile Home Park

POLL OF THE BOARD:

Councilwoman Jordan: Aye
Councilman Hotaling: Aye
Supervisor Tollisen: Aye

RESOLUTION NO. 252

Offered by Councilwoman Jordan, seconded by Councilman Hotaling: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, & Jordan

RESOLVED, that the Town Board authorizes waiving the fees for the Kayaking 4 Meso Fundraiser event to be held on September 6. The annual event will be to kayak from Admiral's Marina in Stillwater ending at the Halfmoon Lighthouse Park and monies raised will be donated to Mesothelioma Applied Research Foundation.

POLL OF THE BOARD:

Councilwoman Jordan: Aye
Councilman Hotaling: Aye
Supervisor Tollisen: Aye

Councilman Hotaling: This is a fundraiser ta ta gentleman started for his daughter who has a rare form of cancer. I would like to thank Kim Martin for all of her hard work putting this together. A lot had to be done to make this all come together and Kim has done a great job. Thank you.

RESOLUTION NO. 253

Offered by Councilman Hotaling, seconded by Councilwoman Jordan: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, & Jordan

RESOLVED, that Amanda Smith be permanent Recreation Director as she has been successful with the civil service exam.

POLL OF THE BOARD:

Councilwoman Jordan: Aye
Councilman Hotaling: Aye
Supervisor Tollisen: Aye

Supervisor Tollisen: On this resolution and on the next one, when Miss Smith was appointed as Recreation Director, she was appointed provisionally until she takes and passes a Civil Service exam, which she has done and can now be considered a permanent employee, the same as Miss Martin in the next resolution.

RESOLUTION NO. 254

Offered by Councilwoman Jordan, seconded by Councilman Hotaling: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, & Jordan

RESOLVED, that Kim Martin be permanent Principal Clerk as she has been successful with the civil service exam.

POLL OF THE BOARD:

Councilwoman Jordan: Aye
Councilman Hotaling: Aye
Supervisor Tollisen: Aye

RESOLUTION NO. 255

Offered by Councilman Hotaling, seconded by Councilwoman Jordan: Approved by the vote of the Board: Ayes: T Tollisen, Hotaling, & Jordan

RESOLVED, that the Town Board authorizes the Supervisor to make the attached Creation of Appropriations

POLL OF THE BOARD:

Councilwoman Jordan: Aye
Councilman Hotaling: Aye
Supervisor Tollisen: Aye

A resolution is needed to create the following budget amendment of appropriations and revenues in the Special Revenue Fund for engineering fees for on-site quality inspections. These funds are developer’s monies held in escrow by the Town in a regular checking account and used for the payment of costs for that particular project. This resolution is necessary to comply with proper accounting procedures as set forth by NYS Department of Audit and Control.

Debit: Estimated Revenues 25-510 \$3,765.60
 Subsidiary: 25-4-2189 Home &
 Community Services \$3,765.60

Credit: Appropriations 25-960 \$3,765.60
 Subsidiary: 25-5-1440.40 Engineering
 Contractors Inspections \$3,765.60

Information Only: The above was derived from the following breakdown of charges to be paid on the July Abstract for engineering and related fees:

NAME	AMOUNT
Werner Rd-2 lot subd	\$300.00
Sheldon Hills Ph III Revised	1,979.60
Jack Byrne Ford Addition Site Plan	1,036.00
Linden Village	150.00
Oak Brook Commons	300.00
Total	\$3,765.60

PUBLIC COMMENT (for discussion of non-agenda items)

Anthony DiPasquale: Co-Founder, President & Coach of Halfmoon Girls Softball:

We have just a portion of our team here this evening. We started in the fall of 2011 with 7 girls from another organization. We came over to Halfmoon and joined up with 5 other girls from the Mechanicville - Stillwater area. We put together a team, went out there and had a great time. The spring of 2012, we formed 2 travel teams. At that time, we also went for and became incorporated and went for our 501C3. We received that, so we are officially a Not for Profit Organization as well. We do have a Board, we do have structure, and we meet every month. Lou Bush is the Treasurer and Co-Founder. Jim Corcoran is also another one of the Co-Founders of the League. The fall of 2012, we ended up having a 10U, 12U, 14U & 16U Teams which consisted of 60 girls. So, we started with 7 girls and within about a year and a half, we were up to 60 girls. This past year, we had a 12U, 14U & 2 16U teams, again, another 60 girls. During this time, we were asked to take over another Rec League that was full and our moto is that we want these girls to play softball, so of course, we did. This year coming up in the fall, we are hoping to have a 10U, 12U, 14U & 2 16U teams, which would increase our numbers up to 75. The organization is growing. Unfortunately, so are our expenses. The fields that we rent over at McBride, the prices go up every year. Insurance goes up, keeping up the fields continues to increase, the chalk, the gas and everything else. I drive around Halfmoon and I see a beautiful complex down the street with baseball fields. I see 2 of them over on Woodin Road, again baseball fields. And I believe that there are a couple of other baseball fields around this area. What I am hoping to do is to get us out there and attract more girls. The only way to do that is to have our own complex or share a complex with the baseball. So I am asking anybody and everybody that will listen, we need softball fields. We can't continue where we are. We are eventually going to be priced out and they will have nowhere to play or they are going to have to find another place to play. I can tell you right now, recruited teams; they would run you at least \$800 to play. Our fees right now are around \$200 and that is the whole entire season. A recruited team, you are talking about \$800 to \$1,000 to sign up, plus tournament plus travel and all of the other expenses which will run you about \$3,000. There are local teams out there as well, but again, they are expensive as well.

So, again, I am asking for help in getting some fields created for softball. We do 100% fundraising to keep us going. That is why our expenses are down, but everybody does fundraising. It is tough to go and hit up families again and again for the same money they have already paid. Any help would be appreciated. I am going to pass it on to Jim Corcoran who is the Vice President of the Softball League.

Jim Corcoran, 61 Johnson Road, Vice President of the Softball League: Just a couple of notes. We started, and I know that Paul, his daughter was part of the group, we started in December of 2011 with 12 girls. Some of the girls aged out and Anthony and the group came together and we wanted to form Halfmoon Girls Softball. I was part of the Halfmoon Baseball Program with my son, spoke to Mike Halpern and asked permission to use their logo. It is basically the same as the boys except for the softball. As we grew, we sat down and had meetings. I know that the one meeting that we had, Paul was not allowed to go because apparently you cannot have all of the Board members in a meeting. So we had PJ, Craig, Mindy, and we went over what we were looking to do. We were looking to try and find how to have fields that we could call our home. We were told that they were going to have this engineering study done to try and develop the fields back here for softball, not even part of the park. OK, that will work. Then they told us OK for helping us develop the program and get it out into the public, they gave us the grant writer Nelson. We called him relentlessly for months trying to get something. I sort of gave up on that because that is where that went down. We were told that these fields out here would be skimmed for our girls to practice even though they are not regulation, but we have a place to practice. That hasn't happened. So the bottom line is, we are all here working for the community and the girls in our community and we are not getting anywhere. So I am frustrated. I hate to be frustrated because I was part of

the baseball when it was at Woodin and then they built the fields and we brought them over. My son had a great experience. He aged out and now it is my daughter. So, we wanted to get on the agenda here so we can say "What else do we have to do?" We have developed a Rec program, travel program; we have 200+ kids from Halfmoon that have nowhere to play. We are losing these kids to the Malta Tech Park; they have beautiful fields up there. The facility, we don't have it. If we don't want to have girls' softball in our community, we are doing that right now. I don't want to be a jerk about it. We have been hitting our head against the wall for years trying to get this done. So, we are frustrated. OK, thank you.

Supervisor Tollisen: Thank you, I will address a little bit of what the town is doing behind the scenes. I did meet with Mr. DiPasquale earlier in the year. Since that time period, we have requested the engineers who did the Town Park to kind of give us an idea if we can fit some fast pitch softball fields. We do have a schematic here of some proposals. We are basically looking at some fields in here. We also have gone the extra step for costs analysis of design of the fields and things of that nature. The Board is considering that and in the interim, I am happy to meet with you Mr. Corcoran and Mr. Di Pasquale to see if we can address some of these other issues until we get a long term solution. I would be happy to do that any time that you want. You can set that up with my secretary now or after the meeting. We are happy to do that and try to address this. There are significant costs and we've had it looked at it a couple of different ways. The last cost that I see is about \$400,000 for the construction of two fields. I do not know what that would be in today's numbers in 2014. But again, we are having the engineers who did the park look at this in detail. We do have a fairly non graphic but basically a plot where these fields could be. It is a matter of design, costs and funding for it. I do know also that we have and before our grant writer retired, we did look to see if there was any monies available that we could come up with and there was nothing currently available at the time of January, February and March. We will continue to look at that as well.

Anthony DiPasquale: You just had a gentleman, a group here from a construction company. There is development going on all over the place in Halfmoon. Is there any way to get these construction companies to build fields? I mean, couldn't that be part of a public benefit?

Supervisor Tollisen: Certainly with a PDD, a public benefit could be construction of fields and things of that nature. Again it would have to be up to the applicant to produce that. If they requested some information, we could certainly do that. There are recreation fees that are paid, so there is a dedicated recreation fund of the town and those fees are strictly related to recreation and for that purpose of continuing our progress in advancing our town park and areas throughout the town. That is on a continuous basis, but to answer your question, yes we can certainly look at that.

Anthony DiPasquale: OK, thank you

Charles Blue, 13A Tupelo Drive: Can you give us an update on where we stand on the flooding issue on Tupelo Drive and what actions are being taken?

Supervisor Tollisen: Sure, with respect to the drainage issue behind your property, the town engineer, the Home Owner's Association, myself, the Highway Superintendent and others were out there yesterday. It is basically under review right now as to what the proper course of action would be. I believe that I provided you with a copy of the letter we sent to the Home Owner's Association with respect to clearing the dense vegetation in that area and secondly with respect to that area making the drainage better. That is definitely being looked at. There have been meetings about it. I can be very honest with you, there is no easy answer for it, but it is something that we are looking at. It is something that we are working very, hard at and trying to develop a solution.

Charles Blue: Is there any time frame?

Supervisor Tollisen: As soon as our engineers give us the proper solutions and then we can provide it to you. I will continue to keep you updated as much as possible. There is a question that was brought up yesterday about the ownership of the, I will call it the creek bed, drainage corridor. That is going to take a little bit of time; a title search will have to be done to determine who owns which parts of that property. We are looking at that too.

Charles Blue: Is there any time frame for the insurance company to get back to us?

Supervisor Tollisen: I believe that the insurance company was out this week and met with quite a few of the homeowners and at this point they keep telling us and Miss Bryan, you can help me with this, but they keep telling us that it is under a rush review to determine if there is liability on the part of the town or not. Once they make that determination they will be in contact with us and everyone else.

Charles Blue: Will they contact us directly?

Clerk Bryan: I would assume so, yes.

Supervisor Tollisen: Like we said before, I will say that we got frustrated with the process before, a couple of times it changed without us knowing it. We will continue to keep everyone updated on those issues as we get information.

Charles Blue: Thanks

Peggy Straight, 13 C Tupelo Drive: Just to follow up on Charlie, your question is whether who owns the creek, Maple Ridge Association or what. But Maple Ridge property only goes so far up the creek. So have you notified the next group of homeowners about the vegetation that needs to be cleaned out?

Supervisor Tollisen: Yes, we are working in that entire area. So we are doing that, absolutely.

Peggy Straight: Thank you.

Stephanie Nolet, 3 Cambridge Avenue: I have two quick questions. One goes along a little bit with the Tupelo residents. The new culvert that was put in at New Castle, the road is still all ripped up. It is passable, but do you have a time frame? Are they repaving it soon, are they going to wait for a big rain to make sure it works?

Supervisor Tollisen: I can give you the answer, but I will let the Highway Superintendent give you the right answer.

John Pingelski, Highway Superintendent: Next week at some point. We are just waiting for it to settle. We didn't want to blacktop it and have it settle with the depth of the excavation, so we are planning it for some time next week. Just so you know, we are going to do around the catch basin itself a little bit even though some of the rest of the swale ditch was broken up right there. I just want to clean up the rubble there so it does not keep washing in. Once that is stabilized we are going to blacktop around the two swales in Johnston's driveway, around the catch basin and road itself. We are just waiting for it to settle. It will be next week.

Just with the insurance company. I was with the adjuster for most of the day on Monday. He is a private adjuster. He is going to submit his report to the insurance company and he said that they would definitely have his report by the end of the week. That is all that I knew when I finished up with him. That was the most updated information.

Stephanie Nolet: My last question was about the Zoning regulations that were being revamped a few meetings back. You had to table the one with the noise ordinance for construction noise. I was just curious especially with all of the new developments being past or close to be passed, when that was going to return or if it was going to return.

Supervisor Tollisen: The Town Board is still currently discussing the noise ordinance, but according to our legal department and I don't want to speak for them but, the Town Planning Board has the authority to set limitations on time and work hours and things like that nature for developments that are coming before the Planning Board process. They do have the power to set time limitations. Despite there not being a noise ordinance in general for the entire town, the Planning Board still has authority.

Attorney Murphy: What the Supervisor said is accurate. What has been happening is they set the hours of operation, for lack of a better term, or hours of when they are doing the construction; it was called a pre-construction meeting. This Board has asked that they start incorporating that in the actual approval of a site plan, so that Code can then enforce it if it is not complied as a violation of the site plan. It is in their prerogative to do so.

Stephanie Nolet: OK, thanks.

Supervisor Tollisen: Thank you.

Deanna Stephenson, 7 Cindy Lane: Kevin, I think I am going to address both of these to you as we had earlier discussions about it. We were talking about traffic tonight and looking at Sitterly Road with the New York Oncology and Hematology breaks ground. I know this is a Clifton Park driven development, however we all know it affects the traffic going up and down Sitterly off of Woodin and will impact residents living around that area. Now, I am looking at the traffic study and I am sure, Kevin that you can give me clarity on this; I am seeing A & B's. I am seeing an F on a 2015 build. Everything seems to be A, B, and some C's. What I am also reading is that New York Oncology and Hematology, for their benefit, they are being asked to put turn signals in at this point. My question to you is, and I know that you said that you were working with Supervisor Barrett on more of a corridor study. Do you have any more information on that?

Supervisor Tollisen: Sure, in fact Supervisor Barrett met with me earlier this week and the Highway Superintendent was there with respect to what we are looking at with Sitterly Road. The Town of Halfmoon received \$425,000 in grant monies to resurface our portion of Sitterly Road which will happen in the 2015 fiscal year and we also received a partial joint grant with the Town of Clifton Park/Halfmoon in the amount of \$130,000 for traffic signals only. The two traffic signals, like I said in previous meetings, don't and it is kind of weird, don't talk to each other and don't communicate with each other because they are so archaic. This will be meant to improve the traffic signals with this grant money.

I met with Supervisor Barrett and his team along with the Highway Superintendent and the engineer and discussed what we need in that area which is some turn lanes going from Sitterly Road from the Halfmoon side, turning left onto Woodin and from the Town of Clifton Park side, turning right onto Woodin and also on Woodin Road as well. So there are three different areas that need turn lanes and we are looking at those and seeing if the combined 2 towns can actually foot the bill. We are looking at those costs and trying to incorporate some of the grants that we have received. The grants have very rigid restrictions as to how they can be used and what process that we have to follow. If we were not going to get grants for that, then we want to try to work them all in together, but on the same token, we don't

want to subject to the Federal Regulations if we don't need to be because we would be footing our own bill for these things. The engineers are looking at that right now as to functionality costs. So again, this is not an easy fix

Deanna Stephenson: I am sure, I know and then we got a Stewart's going in on the end of the road.

Supervisor Tollisen: There is significant work being done. It is just that here is not a conclusion yet and obviously, if we are footing the bill, we have to look at it from a budget perspective as to whether or not we can afford it. We are waiting for those numbers and we do have some very preliminary numbers which I am hoping are going to go significantly downward, but those are being looked at.

Deanna Stephenson: One other quick thing that I would like some clarity on. I believe that a letter was sent and I want to ask the question. Tabor Road residents received a letter and I believe it was the developer, but I am not sure, for Regency Park. It was an update on the water that they would be getting up on that road. And basically saying that the project may be moving forward and just letting you know that we are thinking about you and we will be giving you water.

Now, I would think that the Town would not send such a letter or approve such a letter when the development wasn't even approved yet.

Supervisor Tollisen: I am not aware of any letter that was sent. If Regency Park is approved, I believe that the public benefit is to extend water to Tabor Road. That is not something that the town has done. We haven't sent out any letters. Absolutely not.

Deanna Stephenson: Ok, thank you. I appreciate that.

There being no further business to discuss or resolve, on a motion by Councilman Hotaling and seconded by Councilwoman Jordan, the meeting was adjourned at 8:45 pm.

Respectfully Submitted,

Lynda A. Bryan, Town Clerk