

**Town of Halfmoon Zoning Board of Appeals  
Meeting – Monday August 2, 2021  
7:00 PM**

Chairwoman Curto called the meeting to order at 7:00 PM on August 2, 2021 this meeting is being held in person and via Microsoft Teams following members present:

Members- Chairwoman Curto, and Kevin Koval, Mr. Griggs (absent)  
Alternate Member - Leonard Micelli, Dave Maxfield  
Planner - Paul Marlow  
Town Attorney – Cathy Drobny

*Mr. Koval made a motion to Approve the July 6, 2021 Zoning Board of Appeals minutes, Mr. Maxfield seconded, Minutes Approved.*

**Public Hearing(s):**

**Guideboard Road Restaurant (former Salty's Pub), 217 Guideboard Road- Area Variance**

Mr. John Hitchcock, ABD Engineers presented the application. The applicant is proposing to construct a new, covered outdoor dining patio attached to the building and considered part of the building structure. The proposed patio will be approximately 35'x 70'= 2,450 SF and will be located on the east side (Rt. 236) of the building. The building setback does not meet today's 50' front yard requirement (it is approx. 36.5') and with the proposed roof covered portion of the patio, it will be further reduced to approx. 11.5' from the property line. The covered portion of the patio will extend to approx. 1.5' from the Rt. 236 property line and would not meet minimum setbacks as required by Section 165, Attachment 1, Schedule A of the Town Code. They are before the Board seeking an area variance as a result of the proposed addition.

Mr. Micelli asked what type of fence they would have; Mr. Hitchcock said it would be a rod iron fence.

Mr. Koval asked if they planned to do any bollards; Mr. Hitchcock said they would and would work with the Planning Board on the specifics of them.

Chairwoman Curto noted at the site visit, it was mentioned that garage doors would be installed on the side of the building. Mr. Hitchcock confirmed this was true.

Chairman Curto closed the Public Hearing at 7:08, there was no public comment.

A site visit occurred on July 17, 2021 at 9:30am

Pursuant to Article XIV Section 165-79 the following resolution was made:

- 1) Mr. Micelli commented: No the entire area is commercial, Mr. Maxfield noted it was previously a restaurant;
- 2) Mr. Koval commented: No, they cannot expand the restaurant as it is built up around the area;
- 3) Mr. Maxfield commented: The variance substantial; Mr. Koval noted he feels it is not substantial based on the size of the building and the surrounding area;

- 4) Mr. Micelli commented: No, perhaps the band will be, but there are not many residents. Mr. Koval feels it will be a benefit to the Town;
- 5) Mr. Koval commented: No, building was constructed before the tenant came in; Mr. Maxfield agreed that they did not create this problem.

*Chairwoman Curto made a motion to approve the Area Variances with a condition that cement bollards be installed around the patio, seconded by Mr. Koval, Motion was carried*

**Blacktop Paving, 47 Clamsteam Road – Expansion of a Pre-Existing/Non-Conforming Use**

Mr. Gavin Vuillaume presented the application. He explained that at the November 26, 2012 Planning Board meeting, the applicant was granted approval to occupy the pre-existing/non-conforming site (formerly Callahan Industries) as a blacktop/paving company. As part of the approval they were given several conditions that they must adhere to but as they grew they expanded beyond the approval conditions. At this time the applicant's proposal includes the expansion of the existing building approximately 3,500 SF (constructed without a permit), approval for a 2,600 SF salt shed (constructed without permits), the ability to store raw materials on site, and eliminate the restriction on the maximum number of pieces of equipment. Additionally, they would like to expand the approved area of operation, add approximately 20 spaces and include areas of clean fill in their usable area. Lastly, in an effort to improve security, the applicant installed LED lights throughout the site and added lighting. To date, the applicant has changed most of the lighting fixtures to point directly downward in order to prevent light spillage onto adjacent parcels. As part of the expansion, the area to be utilized would increase from 7.5 acres to approximately 12 acres of the approximately 65 acre parcel.

Mr. Vuillaume noted that Callahan took ownership of the property in approximately 2001 and had similar truck traffic as DelSignore, and the site has operated in a similar fashion until 2011. Mr. DelSignore received approval from the Town in 2012 and took over the site in 2014.

Mr. Micelli asked if there was traffic with Callahan; Mr. DelSignore noted there was, and had been since 1969. They had a lot of truck traffic, trucks, dump trucks, large equipment, large dozers etc.

Mr. Vuillaume noted the specific modifications requested by the applicant, and noted the potential berm along Clamsteam Road to better shield the neighbors.

Mr. DelSignore noted he rented and then eventually bought the property. There are 15 employees and 10 vehicles, this did not change since 2014. Over time the equipment numbers increased but most equipment goes out for the season and comes back at the end of the year. He also noted there is much less activity on site during the winter months.

Mr. Vuillaume noted the petition and pointed out the changes to the site. He noted that they had a hydrogeologist access the contents of the fill on site and verified there are no contaminants in the fill. He noted that the lights have been pointed down and put on motion sensors.

Mr. Marlow noted the petitions and emails received, to be entered into the record.

Mr. Koval noted that they would need to address the fuel storage and materials on site; Mr. Marlow noted in the 2012 approval they were limited to the amount of fuel and no raw material storage, the Board will need to determine if they will allow them to have raw materials and how much fuel storage on site.

Mr. Koval asked what the intention for the future office was. Mr. DelSignore explained they wish to move their Brunswick personal here as they sublease that site.

Mr. Maxfield asked if they would be storing equipment in the buildings, Mr. DelSignore noted the current plan is offices only. It is a 2-5 year plan if we do.

Chairwoman Curto asked if they sublease the property; Mr. DelSignore noted they do not but right now there is a company using it as a staging point for their equipment related to the Twin Bridges repairs, it is temporary for a few months.

Chairwoman Curto asked what their hours of operation were; Mr. DelSignore stated it would be 6am-6pm, perhaps a little earlier if they have a job further away.

Mr. Koval asked noted there was a recent traffic study Dunsbach Road and asked if there was anything related to this in that study; Mr. Marlow noted that he was not aware of any recent studies, the last one to my knowledge would have been for the Halfmoon Village PDD. Mr. Koval noted there was recently a speed monitoring device on the road; Mr. Marlow noted that someone may have requested the speed to be lowered and they were evaluating it, I'd have to speak with the highway superintendent.

Chairwoman Curto asked about the fuel tanks age and storage volume. Mr. DelSignore noted they are approximately two years old, permitted with NYSDEC. There are 9,000, 1,000 and 600 gallon tanks.

Mr. Maxfield asked what the vehicles on site consist of; Mr. DelSignore explained there are four dump trucks, three medium size trucks, panel truck and foreman truck.

Mr. Koval asked if he had a low-boy on site; Mr. DelSignore said they do and it comes to and from the site two to three times a day.

Mr. Micelli asked what their work schedule was like; Mr. DelSignore explained the amount of vehicles leaving the site is pretty consistent. Sometimes there may be more if the job warrants it but for the most part, all of their dirt equipment is on site. The paving crew is generally 8-9 people, dump truck drivers and low boy. At max, 12-15 vehicles.

Mr. Micelli noted that staff come to the site and leave between 5:30-6am, the job is completed and leave at the end of the day. What is the schedule for Saturdays? Mr. DelSignore noted that really depends on the job and the schedule to get it done, but typically the paving company works on Saturdays, same hours as during the week.

Mr. DelSignore noted that all his trucks have GPS and are speed monitored.

Mr. Koval asked what sort of volume/frequency of complaints do they receive about traffic; Mr. DelSignore explained since he moved in, they've always responded. He has requested staff, be conscious of the neighbors. They represent the company and try to be a good neighbor. Over the years, we've had less than 10 complaints; generally most complaints are speeding related. The road is 40mph and not in great shape; a dump truck going that speed seems worse than it is. We monitor speed on all vehicles so we know when they're speeding and where they are speeding. Most drivers are grown men who are respectful of the neighborhood.

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Mr. Micelli asked if there were any police records of their trucks; Mr. DelSignore stated that he was not aware of any.

Mr. Maxfield asked if a complaint had been filed with the Town. Mr. Marlow noted that in spring of 2021 a written complaint was filed. Mr. Koval asked what the complaint was in regards to; Mr. Marlow noted it was related to the work occurring on site and the new lights.

Mr. Koval asked if there was plans to expand. Mr. DelSignore noted that they do not plan to expand, the people and equipment are already at the site. The paving is the single operation that comes and goes each day but most jobs, equipment goes out for the season. Sometimes between jobs equipment is brought back but for the most part it is out most of the season. They plan to use it for winter storage.

Mr. Maxfeild asked if all the equipment was drivable. Mr. DelSignore noted most of it was moved on a trailer and that the pavers are really the only thing that frequently come back and forth, most stays out for the season.

Mr. Micelli noted most people on Clamsteam & Dunsbach Road go towards Vischer Ferry Road and live along that area.

Chairwoman Curto opened the application to public comment.

Paul Dubex, 42 Clamsteam Road- he estimates approximately 200-300 vehicles per day, the site was quiet prior to 2012. He read the portion of the Town Code related to the expiration of a pre-existing/non-conforming use, noting they expire after two years of vacancy. He noted that there were vehicles that sat in the same spot for several years as the site was vacant from 2005-2011.

Chairwoman Curto noted that they were granted Planning Board approval in 2012 to occupy the space. Mr. Dubec noted that in the Planning Board minutes they stated they did not have the authority to approve the tenant but did anyway. He read the section of code (165-67) related to the expiration of a pre-existing/non-conforming use and the section (165-66) related to the enlargement of a pre-existing/non-conforming use.

Mr. Koval asked for clarification on the rules related to expiration of a pre-existing/non-conforming use; Mr. Marlow explained that if the site is vacant for more than two years, it loses the pre-existing status.

Mr. Dubec presented aerial images of the property over various years and played a video of the dump trucks on site.

Mr. Dubec noted that there are far more than 10 vehicles on site and until right before the last Planning Board meeting, the site was very active. He believes that there is another site for him to work from as right around the time he appeared before Planning Board, the truck frequency reduced.

Chairwoman Curto asked Mr. Dubec how long he had lived there, Mr. Dubec noted approximately 20 years. Chairwoman Curto noted the conditions of the 2012 Planning Board approval.

Nicole Lanoue, 42 Clamsteam Road- noted the parcel was vacant more than two years, only the ZBA can grant approval to occupy a space after it's been vacant more than two years. The Planning Board approved DelSignore to occupy the space and did not have the authority to do so. She further noted the applicant has violated all

conditions of the 2012 approval. She has great concerns with the dumping on site, and what is being dumped on site.

Tom Tibbitts, 46 Clamsteam Road- Callahan was much more quite, and only used the site for repair/maintenance; after they moved out for several years, various tenants occupied the space with little noise or traffic. DelSignore has much more activity on site. There is dumping on site, back up alarms. Residents were not notified when they were approved to operate, they are too big for the area. The business has caused it to become unsafe to be in his yard with his family. The roads are unsafe and not built for this sort of operation. It is only a matter of time before he moves his entire operation here.

Clayton Pollak, 115 Clamsteam Road-there is heavy truck traffic, speeding and the road is not safe. It is dangerous for bicycle riders and far more vehicles than they say. They can hear trucks dumping on site and there are at least 20-30 trucks at the site prior to 5:30am.

Tara Seward, Beach Road- Dump trucks are speeding and not slowing down. Questioned where the fill on site was coming from and noted there is a deed restriction on the property against mining operations. She noted that trucks are operating on site from 4:30am-9:30pm.

Sandy Rohner, 24 Beach Road- There is no reason to expand the site area, she questions how many paving jobs actually go beyond one day's work. She asked what their largest vehicle was and how many there were. She questions how Mr. DelSignore handles speeding violations. She noted that he cannot be trusted with future expansions and stated there is no good reason to expand.

Cindy Zobel, 35 Dunsbach Road- Expressed concerns with traffic, safety, noted that the narrow roads are dangerous. When walking down the road you have to jump into the ditch when the trucks come. Over the last two months the truck traffic has slowed down, presumably because of the pending application. There are lots of noises from the truck and the road is falling apart.

Mr. Micelli asked if that was a Town Road; Mr. Marlow explained it is a Town Road; and the Town would like to pave Dunsbach Road but has put off doing so because the Halfmoon Village PDD is proposed to install a sewer line and the Town wanted to wait until the sewer line was installed to pave. To date we do not have a tentative start date for the start of the sewer line.

Mr. Koval asked if there was any plan to widen or add shoulders when they pave; Mr. Marlow noted he was not sure of the details for the repaving and would need to check with the highway superintendent.

Mr. Micelli asked if we have a noise ordinance; Mr. Marlow noted we do not.

Mr. Koval asked if there was any plans to repave Canal Road; Mr. Marlow not to my knowledge but I can check.

Sharon Tibbitts, 46 Clamsteam Road- Noted that Callahan was far less intense of a use, that they mostly used the site for repairs. She also noted that the trucks are too big for the existing roads. When the trucks go around corners, they cross into the other lane.

John Zobel, 35 Dunsbach Road- There are environmental and visual impacts to the area, and noise issues from the trucks. This area is meant to be a nature preserve. He likes to go early morning to walk the trail to free his mind as he has a very stressful job and does not want to hear truck gates crashing over the sounds of birds.

Jeff Everett, 29 Canal Road- Read the description of the company from their website and noted had he known about this in 2012, he would have opposed of it. He noted the Town should immediately go follow up on violations noted in the petition. Mr. Marlow noted that they Town received a complaint in spring 2021, investigated and upon visiting the site required the applicant to come in with the proper applications to seek approval for their current operations. Mr. Everett expressed that the applicant should have to go back to their previous approval conditions and disagrees with the idea of considering this application.

Mr. Micelli asked if they could remove the shed; Mr. Marlow explained that salt shed was not part of the 2012 approval, if they deny this current application, they would need to return the site to its previously approved state.

Matt Shea, 12 Dunsbach Road- Noted that trucks slow down for him when he is walking on the road but expressed that there is still a truck traffic problem and you can hear the traffic on the road. Should not have to live with this situation.

Diana Fraiser, 28 Dunsbach Road- Stated that Callahan was a less intense use, that they cannot leave their windows open at their homes, too much noise from the trucks. She noted that trucks start at 5:20am, the roads are dangerous and back roads like this should not be utilized for heavy truck traffic. The roads are not safe to walk on anymore. The roads may be 40mph but a truck at that speed is not safe and cannot stop in time. She has considered moving over safety concerns.

Bob King, DelSignore employee- He explained that Dewey is a good employer, respectful of neighbors that he along with most drivers, go slow down those roads. He believes they are an honorable company, every Monday is a safety meeting, he provides jobs and tax revenue to the Town. There are too many restrictions on businesses and those businesses are the ones who provide jobs and means of living for people.

Lisa Ellis, 22 Beach Road- Noted that this is a good business but does not belong in this area, it belongs somewhere else. There is no reason to trust them going forward and they should not be given approval for future development.

Susan Katts, 5 Dunsbach Road- Residential should remain residential, they cannot trust them to stay within any new approval. She noted that there is large amounts of dirt and dust coming to their house from the site and trucks traveling down the road.

Richard Hicks, 93/95 Clamsteam Road- He is a business owner, Mr. DelSignore has one low boy and four tri-axle trucks, he is at the site every day; he sees lumber, garbage, delivery, food trucks, his are not the only trucks on the roads. He worked for Callahan for 39 years, was the Vice-President, ran the paving/equipment division and is very familiar with how they operated and oversaw the site. He worked at that facility when they built it. He noted that in their prime, there were approximately 14 mechanics, three low boy trailers, five utility vehicles, the trucks were there day and night. When Callahan moved in, they donated 100 ton of pavement to help fix Dunsbach Road. He explained that Dunsbach road is bad on its own, even paving it won't fix the problem, you need to get the water away from the road. He ran that site for six years was in charge of it for 25 years, he is familiar with the vehicles going in and out of the site. He noted that something like a garbage truck could wake someone up. He further explained that AJ Masonry rented the space for storage prior to DelSignore. He believes the cars traveling on that road are going too fast and believe the Town should evaluate the speed on the road. He believes a study should be done to show the heavy truck traffic and how much of it is DelSignore's vs other companies large trucks.

Karen Debenedetto, 4 Dunsbach Road- He has already gone beyond his previous 2012 approval and is now seeking forgiveness. Dunsbach needs to be paved.

Jim Bellar- Dunsbach Road- Dunsbach Road speed limit needs to be reduced. The road is not wide enough, there are blind spots, no shoulders, and it is not safe. Gray's corner is unsafe, how will they address that with more truck traffic. It is zoned R-1 and it's a commercial use, it does not mix.

Tom Koval, Button Road- Owns rental properties on Dunsbach Road, he agrees that the road is in bad shape and is not meant for truck traffic. He is friends with both Dewey DelSignore and Paul Dubec, both have approached him and talked to him. There are a lot of trucks but not as many as people say. There is lots of hypocrisy, one business man bashing another; one puts trucks on the road and the other puts people who have been drinking, on the roads, both are unsafe. He understands the concerns with speed and large trucks, but he'd rather go down the shoulder of the road with a large truck in the daylight than have my children walking down the shoulder of the road with a drunk driving at them. There are lots of accidents on Canal and Dunsbach with drunk drivers; there was one only a few months ago where someone drove into the river and it is far more dangerous that a professional truck driver going down the road. He is not defending the expansion or going beyond what he was approved for. In terms of the business being vacant and starting back up, the same can be said about other businesses in that area. The people complaining are doing the same things themselves, one person who complained about a business in this area ran a construction business from his own house in that residential area with excavation equipment. The Town does not need hypocrites, think about what you're doing before you say something about others. He wants a safe area for kids and residents but he wants people to not be hypocritical.

Patrick Haskall, 69 Canal Road- He is new to the area and not close enough but the road is busy regardless. There are some environmental concerns. He cannot speak to the truck noise as there are other trucks in the area. He has concerns with the speed limit, especially on Canal Road, the roads are very much damaged.

Nicole Lanoue, 42 Clamsteam Road- She had reviewed the applicants comments, the use has not been the same over the years and this is not a contractor's yard; this is a construction company with heavy duty operations. Perhaps, prior to 1985 this was a construction yard, but after 1985 it has been nothing more than a storage and maintenance yard. There are lots of businesses in the area (she is part owner of a business), she lives next door and closes at midnight. She has food deliveries twice a week; but there is not a dump/landfill, or heavy vehicles. They have made no effort to fix the issues on site, not all of the lights have been fixed. This is too big and not the type of business they want.

Paul Dubec, 42 Clamsteam Road- The 200-300 vehicle number is modest; there is non-stop beeping. He noted that Elliot Hughes had to tear down buildings and eventually sold where Marini has an R-1 development underway. The Town had made VanAuken move as he was not in the right area. There was a discontinuous of the land, the laws need to get in order. This is vacation land, marina, boat club, kayaks etc. and beeping is a distraction, and it should be used for an R-1 use.

Nicole Lanoue, 42 Clamsteam Road- They have a restaurant that is a non-conforming use, their business cannot have outdoor music, why can they have beeping and trucks slamming. Mr. Marlow noted that was a condition of her Planning Board approval; DelSignore was given conditions, which they violated.

Sharon Tibbitts, 46 Clamsteam Road- This is a lot of traffic on the road but there is a big difference between Amazon trucks/garbage trucks and dump trucks. There is a big difference in the size of the trucks.

Mr. Micelli asked if the Town has a noise ordinance. Mr. Marlow noted they had tried to enact one in the past but received a lot of backlash from residents that they did not want one and the ordinance was never enacted. In some instances, the Planning Board may put a condition/limit on the approval in order to prevent an impact on adjacent/existing residents. The Planning Board in the past has put restriction on start and stop times, which better help with Code Enforcement.

Mr. Maxfield ask a question about road condition, speed, lack of shoulder, and noise; does the ZBA have any authority over that. Mr. Koval noted that the Board would look at the conditions of the area and questions if the existing conditions support a business like this.

Mr. Koval asked if there was a previous record of Callahan and its operations; Mr. Marlow noted he'd have to research but was not sure at the time they moved in, if any sort of approval was required.

Mr. Koval asked about the truck size and if they ran oversized loads; Mr. DelSignore said they do run over-width loads.

Mr. Koval asked what the repercussions are if employees are speeding; Mr. DelSignore said there is a meeting and dealt with accordingly. Some of their trucks have governors to limit speed.

Mr. DelSignore noted he has surveillance tapes showing how often trucks leave.

Mr. Koval asked how long a job usually lasts; Mr. DelSignore said paving is generally every day, equipment leaves and comes back same day; on some occasions it may be 2-3 days for a paving job. The site work is where equipment stays out for a duration

Mr. Micelli asked if they had considered moving to a commercial area; Mr. DelSignore noted they acquired the property through a 1031 exchange, it was a good location. The area is residential but there are other commercial businesses in the area. They've always had a good relationship with the people in the area, they paved Mr. Tibbitts driveway for him, free of charge. As someone came to them with a problem, they would address it. He noted they fixed the lights that Mr. Dubec had referred to. There is over one million dollars in the site, it's a big investment, and it would be tough to just move.

Mr. Micelli asked if the Brunswick location was a shop as well; Mr. DelSignore noted it is just an office, this is our primary shop.

Mr. Maxfield asked if the trucks had a company logo; Mr. DelSignore said they do. Sometimes there are early morning pullouts but everything is loaded the night before. Most trucks are newer and very quiet. All the trucks have numbers on them.

Paul Dubec, 42 Clamsteam Road- explained when Dewey moved in he approached him to tell him to come see him if there was a problem and didn't see him for nine years. When he did approach him about getting the lights fixed, he was insulted. He noted the videos before the Planning Board meeting and it will prove the 200-300 vehicles per day is valid.

Mr. Micelli asked how he documented the 200 cars; Mr. Dubec said he sat and counted them, in addition, there are 30+ loads a day being dumped on site. He noted that he complained to the Town on three occasions and the Town forced him to file a written complaint. Mr. Marlow noted that he had spoken to the Town on several occasions over



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the last year and staff explained they needed a written complaint, per the Supervisor's policy, to act on and investigate the situation. Each time Mr. Dubec opted not to file a written complaint, and it was explained we need a written complaint to act on; then in spring 2021 he did so and the Town took immediate action.

A site visit will occur on July 17, 2021 at 9am.

*The Board adjourned the Public Hearing and tabled the application for further review.*

### **New Business**

#### **Bowen Shed, 10 Timothy Way- Area Variance**

Mr. Dana Bowen presented the application. The applicant is before the Board seeking an area variance for an existing shed on their property at 10 Timothy Way. They had previously applied for and received a building permit for a shed at their home, upon inspection for a C.O. the inspector determined that the shed was located in the front yard, as their lot is a corner lot. Given the fact that it was located in the front yard, the building department denied the C.O. as it stands. The applicant is before the ZBA requesting a variance for a shed in the front yard.

Mr. Marlow noted that a building inspector had given out a permit for the shed and was not aware this was a corner lot, based off the plot plan provided as part of the permit. When they went to inspect it for a C.O., it was found to be a corner lot and in the front yard, which did not allow them to grant the C.O.

Mr. Bowen explained the grading of the lot required him to locate it here, he had looked into moving it but it would cost several thousand dollars to do so.

A site visit will occur August 28, 2021 at 9am

*Chairwoman Curto made a motion to hold a Public Hearing at the September 7, 2021 meeting, Mr. Micelli Seconded. - Unanimous*

#### **Lamar Billboard, Route 9- Use Variance**

*Kevin Koval recused himself from this application.*

Mr. David Levitt presented the application. The applicant is seeking to convert/change the two pre-existing, non-conforming billboard signs on Rt. 9 to a digital format. The site is approx. 450 ft south of Stone Quarry Road, on the west side of Rt. 9. The digital messages will be static for ten (10) seconds, with no animation, scrolling, or flashing. These signs are located outside of the Town-designated Off Site Advertising Zone, and are pre-existing, non-conforming. Additionally, pursuant to the Town Code, digital signs must be static for no less than 20 seconds before changing. Therefore, due to the pre-existing, non-conforming status of the sign and proposal to change messages every 10 seconds, the Planning Board denied the application at the June 28, 2021 meeting. The applicant is before the Board seeking a use variance for the upgraded billboard on a parcel outside of the billboard overlay district, and to rotate the image more than once every 20 seconds.

Chairwoman Curto asked if there was any lights for the Board; Mr. Levitt said it does not have any lighting.

Mr. Maxfield asked why it was a proposed 10 second rotation. Mr. Levitt noted that 20 seconds is a long time when you're driving by. Mr. Mike Flannigan noted that the industry standard is approximately 10 seconds.

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Mr. Micelli asked if they had any of these signs in other areas; Mr. Levitt said they do and DOT has approved them to rotate every eight seconds.

Chairwoman Curto asked what the address was; Mr. Kevin Koval, property owner, stated it is 155 Stone Quarry Road.

Mr. Maxfield asked if this would be animated; Mr. Levitt said it would not be, the Town does not allow for animated signage.

Chairwoman Curto asked if this was a pre-existing/non-conforming sign; Mr. Levitt said it was built before the billboard zones were established.

Mr. Flannigan noted it will be used to serve local businesses and can be used to help the Town. He explained they have used billboards like this in the past for things such as amber alerts and police related services.

A site visit will occur on July 17, 2021 at 9:30am.

*Chairwoman Curto made a motion to hold a Public Hearing at the August 2, 2021 meeting, Mr. Koval Seconded.  
- Unanimous*

*Chairman Curto made a motion to adjourn the meeting, seconded by Mr. Micelli. Motion was carried.*

*These are summary minutes and are not word for word at the request of the Zoning Board of Appeals.*

*Meeting adjourned at 9:27 PM.*

*Town of Halfmoon Zoning Board of Appeals*