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**MINUTES MEETING  
Town of Halfmoon Planning Board  
February 13, 2023**

**Those present at the February 13, 2023, Planning Board meeting were:**

**Planning Board Members:**

Don Roberts –Chairman  
Marcel Nadeau- Vice Chairman  
Tom Koval  
Rich Berkowitz  
Thomas Werner  
Mike Ziobrowski-absent  
Alison Pingelski

**Planning Board Alternates:**

Chuck Lucia

**Coordinator- Building, Planning and Development:**

Richard Harris

**Senior Planner / Stormwater Management Technician:**

Paul Marlow

**Town Attorney:**

Lyn Murphy

**Deputy Town Attorney:**

Cathy Drobny

**Town Board Liaison(s):**

John Wasielewski  
Eric Catricala

**Town Engineers:**

Joel Bianchi- absent

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***The Chairman opened The Planning Board Meeting at 7:00 pm***

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

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

**Tom Koval:** I'll second

**Don Roberts:** All in favor aye? (All were in favor) opposed? (None were opposed) motion carried.

**New Business:**

**Dunkin Donuts, 325 Rt. 146 – Sign (23.015)**

**Don Roberts:** Anybody here? Come up please, say what you want to do, and we'll take it from there, just say your name please, who you're with.

**Kevin Wright.:** Kevin Wright, I'm the franchisee. So in the submission of the sign application kind of walks through the different things, for the most part we're replacing the existing signs with the updated signage. In the back where the existing menu board is there will be a smaller, but it's a digital menu board and right in front of that will be an order canopy so when people place their order it keeps the weather off them when they roll the window down. So that will be in the back of the building by pretty much the existing menu board is or just in front of where the existing menu board is.

**Don Roberts:** I like the Halfmoon Dunkin, that's good, thanks for doing that. Questions by the Board?

**Tom Koval:** I make a motion to approve.

**Rich Berkowitz:** I second.

**Don Roberts:** All in favor aye? (All were in favor) opposed? (None were opposed) motion carried, your all set, thank you.

**Kevin Wright:** Okay, thank you.

***Dunkin Donuts, 325 Rt. 146 – Sign (23.015)***

***APPROVED. Board approved new signage for the existing Dunkin Donuts at 325 Route 146.***

**RISE Dispensary, 1675 Rt. 9 (Watkins Plaza) – Sign (23.020)**

**Darla Dozal:** Darla Dozal, Rays Sign. Rise is looking to enlarge their sign from 2' x 4' to 22" channel letters x 16 ½ feet.

**Don Roberts:** Questions by the Board?

**Rich Berkowitz:** I make a motion to approve the sign.

**Tom Werner:** Ill second

**Don Roberts:** All in favor aye? (All were in favor) opposed? (None were opposed) motion carried.

**Darla Dozal:** Thank you.

***RISE Dispensary, 1675 Rt. 9 (Watkins Plaza) – Sign (23.020)***

***APPROVED. Board approved a new wall mounted sign for the existing tenant at 1675 Route 9.***

**Lowes of Halfmoon, 476 Rt. 146 – Change of Use/Tenant (Seasonal Outside Display) (23.011)**

**Rebecca Bechard:** Good evening, everyone, Rebecca Bechard. So, what we're looking to do is just utilize some of the outside space for our seasonal palletized product that comes in. Mulch, River Rock, those types of things, additional storage things.

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**Don Roberts:** What you do every year right?

**Rebecca Bechard:** Yes Sir.

**Don Roberts:** What's the time frame this year?

**Rebecca Bechard:** For February 15<sup>th</sup> tomorrow through I believe its September 1<sup>st</sup> is what we're looking for this year.

**Don Roberts:** September 1<sup>st</sup> is good enough that's long enough for you?

**Rebecca Bechard:** I'm sorry it was October 1<sup>st</sup>.

**Don Roberts:** Okay yea, okay October 1<sup>st</sup> right, questions by the Board?

**Alison Pingelski:** It's the same size as you've had?

**Rebecca Bechard:** Yes, Ma'am

**Rich Berkowitz:** Can you paint those double striped, yellow lines over?

**Rebecca Bechard:** Which ones?

**Rich Berkowitz:** On the perimeter road

**Rebecca Bechard:** Oh absolutely, we can get a work order in for that for you guys for sure.

**Rich Berkowitz:** Okay great, everything else is pretty good from last year.

**Rebecca Bechard:** Okay good.

**Rich Berkowitz:** I make a motion to approve the change of use and tenant for the seasonal outside display.

**Tom Werner:** I'll second it.

**Don Roberts:** We have a motion and a second, all in favor aye? (All were in favor) opposed? (None were opposed) motion carried, good luck.

**Rebecca Bechard:** Thank you, have a great night.

**Rich Berkowitz:** Thanks, you too

***Lowes of Halfmoon, 476 Rt. 146 – Change of Use/Tenant (Seasonal Outside Display) (23.011)***  
***APPROVED. Board approved the temporary outdoor storage and display of seasonal items from 2/15/23-10/1/23.***

**Burgess & Associates, PC, 6 Executive Park Dr. – Change of Use/Tenant & Sign (23.023 & 23.024)**

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**Don Espey Jr.:** Hello I'm Don Espey Jr. and we're just a new tenant is moving in our building, someone moved out so it's still going to be offices.

**Don Roberts:** How many employees are you going to have there?

**Don Espey Jr.:** They are going to have four, they have four or five.

**Don Roberts:** Okay, parking is adequate right?

**Don Espey Jr.:** Yea there's fifty spots there and there is only like fifteen people.

**Don Roberts:** Okay, and the sign is going to be?

**Don Espey Jr.:** The sign is going to be the same sign they are just getting rid of the one in the middle there.

**Don Roberts:** Right, okay, questions by the Board?

**Tom Koval:** I make a motion to approve the change of tenant and the sign

**Rich Berkowitz:** I second

**Don Roberts:** All in favor aye? (All were in favor) opposed? (None were opposed) motion carried.

**Don Espey Jr.:** Thank you.

**Don Roberts:** You're welcome

***Burgess & Associates – Change of Use/Tenant & Sign APPROVED. Board approved the use of vacant space for a law office, with associated signage.***

**Lands of Frament Subdivision, 60 Spice Mill Blvd. – Minor Subdivision (23.010)**

**Pat Jarosz:** Hi my name is Pat Jarosz with Van Guilder Associates, I am here tonight on behalf of the owner Arthur F. Frament the III to propose a three-lot subdivision of 60 Spice Mill Blvd. The lots are located in an AR, agricultural residential zone, and meet all bulk requirements of the zone. Lot #1 will have existing residents and be 1.51 acres, Lot #2 is vacant and will have, and is 20,143 sq. ft. Lot #3 is vacant and is 21, 328 sq. ft. the lots will be served with sewer and water. Thank you.

**Don Roberts:** Okay, questions by the Board?

**Rich Berkowitz:** These are all single-family homes?

**Pat Jarosz:** Yes

**Rich Berkowitz:** I make a motion to have a public hearing on February 27<sup>th</sup>.

**Alison Pingelski:** Second

**Don Roberts:** All in favor aye? (All were in favor) opposed? (None were opposed) motion carried, see you February 27<sup>th</sup>.

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**Pat Jarosz:** Thank you.

**Richard Harris:** That date works for you?

**Pat Jarosz:** As far as I know yes.

**Richard Harris:** Okay

***Lands of Frament Subdivision – Minor Subdivision***

***PUBLIC HEARING SET. Board set a Public Hearing for February 27, 2023, for a three lot Minor Subdivision request.***

**Lands of Tang Subdivision & Duplex, 20 Stone Quarry Rd – Minor Subdivision & Special Use Permit (23.007 & 23.008)**

**Pat Jarosz:** Okay, my name is Pat Jarosz again I'm with Van Guilder Associates, representing the owner Mei Juan Tang to propose a two-lot minor subdivision and a special use permit for 20 Stone Quarry Road. The owner proposes a 40,000 sq. ft. front lot with an existing Duplex to remain, and a 1.34 acre vacant rear lot for construction of a new Duplex. We are aware that the existing front lot will require a front lot width variance of about 18.41 ft. leaving 131.95 ft. remaining. Each lot will be served with public water and sewer, the lots are zoned R-1.

**Don Roberts:** So for the reasons you mentioned you know this has to be denied?

**Pat Jarosz:** Yes

**Don Roberts:** Thank you.

**Tom Koval:** I'll make a motion to deny the application.

**Marcel Nadeau:** I'll second it.

**Don Roberts:** All in favor aye? (All were in favor) opposed? (None were opposed) motion carried.

**Pat Jarosz:** Thank you.

**Don Roberts:** You're welcome.

***Lands of Tang Subdivision & Duplex– Minor Subdivision & Special Use Permit***

***DENIED. Board denied an application for a two lot Minor Subdivision and Special Use Permit (duplex) due to a failure to meet certain minimum area requirements of the Town Code.***

**A Projects USA, LLC, 430 Hudson River Rd – Change of Use/Tenant, Sign & Special Use Permit (23.012, 23.014 & 23.021)**

**John Champino:** My name is John Champino, I represent the owner of 430 Hudson River Road Realty LLC. We are asking to fill a vacant space with a new tenant, AProjects USA. Removal of the Softex North lettering on the sign, new lettering will be put back up for AProjects USA. We were asked to fill out a special use permit, I'm not a hundred percent sure why, I did this two years ago, year and a half two years

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ago with Softex moving them in, wasn't required a special use permit then, don't know why we are going through it now?

**Richard Harris:** The zoning changed, they require it.

**John Champino:** Alright.

**Don Roberts:** Comments by the Board?

**Rich Berkowitz:** Just the warehouse?

**John Champino:** It's just a warehouse, that's all it's been a warehouse for forty years.

**Rich Berkowitz:** What are they going to be storing?

**John Champino:** They're storing products for different consumers what exactly I'm not a hundred percent sure Dan Foot from AProjects is here.

**Don Roberts:** Sir, will you come up please? Say your name and what you store there and what your business is.

**Dan Foot:** Good evening, my name is Dan Foot, so we have several customers it's a public warehouse that we offer warehousing services for and its general raw material components for those customers. Wiring harnesses, pumps, valves, fittings, electrical components, things like that.

**Rich Berkowitz:** Chemicals or hazmat?

**Dan Foot:** No chemicals, no hazmat, nope.

**Rich Berkowitz:** Okay

**Dan Foot:** So freight comes in we inventory it and we release it based on customer needs. Palletized general freight.

**Tom Koval:** Do the customers come and pick these materials up or do you ship them out?

**Dan Foot:** It's both actually, depending on the customer.

**Don Roberts:** Anyone else?

**Rich Berkowitz:** I make a motion for a public hearing on February 27<sup>th</sup>.

**Tom Koval:** I'll second

**Don Roberts:** All in favor aye? (All were in favor) opposed? (None were opposed) motion carried, see you the 27<sup>th</sup>, thank you.

***APROJECTS USA, LLC– Change of Use/Tenant, Sign & Special Use Permit  
PUBLIC HEARING SET. Board set a Public Hearing for February 27, 2023, for a Special Use Permit for a  
proposed warehouse/distribution tenant in the existing building.***

**Old Business:**

**One Four Six Marketplace PDD, Rt. 146 & Old Rt. 146 – PDD Recommendation (22.099)**

**Jason Dell:** Good evening, Jason Dell an engineer with Lansing Engineering here on behalf of the applicant for the One Four Six Market Place and we are here this evening to give the Board a brief update on some changes to the plan and project and to request that the Board schedule a public informational meeting for the project so we can advance the project. So since the last meeting we did address all of MJ's conceptual comments that they had had, we re-submitted back in December and we have not received any additional conceptual comments to date. We did update the plan based upon additional feedback that we received with additional sidewalks and pedestrian accommodations as you can see in the plan that is up there now, we did extend them down to 146. We're extending them up Cemetery Road as well as along Old Route 146 to make the project for the most part completely pedestrian friendly to move about to the various businesses and units. We provided a conceptual utility plan, a conceptual fire truck turning plan and a conceptual subdivision plan as well as showing how the new lots would be formed to accommodate the new road. We also reached out to the fire department and hopefully we are going to have a sit down meeting with Rich Coonrad and anyone else from the fire department to discuss the plan and go through that as soon as they're available. We've received will serve letters from the Sewer Department, Water Department and we've also received a SHPPO sign of for the project. The traffic study as this Board is well aware it has been submitted to DOT, there's been a Zoom meeting with DOT a little bit of back and forth, we don't have a firm response with DOT and we don't really anticipate that any time soon. However Alanna Moran is joining us online and she can answer any questions that you may have pertaining to that as well as Chuck Pfundi from Luizzi who has had some verbal correspondence with DOT.

**Don Roberts:** Okay thank you, now before we go to Alana, Joe are you satisfied with everything so far?

**Joel Bianchi:** With this project, the biggest item is traffic, seeing what DOT's current opinions are on the improvements that they are doing. Before the Town Board should consider action some sort of correspondence out of DOT, but that would not be this Boards concern.

**Don Roberts:** But so far your comments have been adequately addressed?

**Joel Bianchi:** Yes, the comments have been very high level, they've been very responsive to it. We met with Frank Tironi, he does have some additional changes, but those are minor on the water system.

**Don Roberts:** Okay, okay thank you Joel.

**Richard Harris:** I do just want to add Joel did the SEQR lead agency coordination letter which did go to DOT, they have 30 days to respond, we haven't, I haven't received a response have you?

**Joel Bianchi:** No, the only response we got out of them was DEC and I think and that may have been it.

**Richard Harris:** Now they have a few more days, 30 days will be up by I think the nineteenth by your letter, so if we get any comments related to the lead agency, which we would typically not expect DOT to take lead agency but sometimes the agencies get comments with that reminders of curb cuts and coordinate with this department and we haven't received that yet, and we do hop they provide some comment or insight to the project to kind of get that going the discussion with DOT, myself I have been a part of some of those conversations with the applicant and DOT, and like Joel said, obviously for this to move forward the Town Board is going to have to have an understanding of traffic and DOT opinion on this and any mitigation that they are going to require but a lot of the site details would come down after a potential PDD was enacted like stormwater but the applicant, I've

had neighbors come in from Englewood just from the north here, they've indicated how they met just a couple of times a lot of them with the applicant to discuss their concerns regarding berms and sidewalks, so the applicant trying to progress with all the angles and agencies necessary the Board here will have to determine whether they are ready to move forward with either a public information meeting or wait for additional comments from agencies or move forward with a recommendation, whatever you're comfortable with.

**Don Roberts:** Okay before we turn to Alana, any Board members have any questions for Jason or Chuck?

**Marcel Nadeau:** Yea, Jason looking at Old 146 That's going to be cut off or not going to be cut off?

**Jason:** This area right here, correct that will be cut off, and extended over to the circle, access for the barber shop here and for the spa, that is going to be part of a new lot that comes out and fronts onto the new road and access will be extended to the new road.

**Marcel Nadeau:** I didn't see anything showing a dead end, that's why I wondered why if they were still going to come out.

**Jason Dell:** And then we provided a subdivision plan that will shows how those lots are going to be configured, maintaining frontage along the new route.

**Tom Koval:** Jason at the top of this, if you scroll down there is another building shown on Cemetery is that part of this building is this part of this project or...

**Jason Dell:** That's a three unit Town home that's part of this project. That would be constructed on the lot that's there now, in keeping with what's similar there with Englewood.

**Marcel Nadeau:** Is that the one that they just knocked down?

**Jason Dell:** I believe it was just knocked down, yes.

**Tom Werner:** Jason there, the apartments are being termed luxury apartments, what does that connotation mean?

**Chuck Pfundi:** We, our brand of apartment complexes is like a resort style living, so luxury would be the amenities we provide. We have golf simulators, college grade fitness center, we have a centralized club house, plus pool amenities, we have corn hole toss, a number of different recreational games we are looking at, pickle ball somewhere and just the walkability, we believe we separate ourselves with heated sidewalks, underground parking, video intercoms that go to your cell phone, high security key fob entry, so it's the bells and whistles that go along with the complex and some of the amenities that we provide.

**Tom Werner:** The reason I'm asking, I know you use the ITE trip generation directory to get the amount of traffic coming and going and I think back in July when the traffic study was don't there was a little over a hundred trips exiting in the morning from 320 apartment units that seems kind of low. I mean if there is young people there is likely to be two wage owners in the apartment, I just question what only a hundred units, and a hundred trips are coming out of those apartments on a morning peak hour. I realize your using an ITE tables but it's sort of a stretch in my mind. That's why I asked if they were luxury or senior housing or how it was going to be marketed.

**Jason Dell:** No it is luxury apartments and if Alana is online she would be able to field that question that'd be great.

**Don Roberts:** Okay, Alana you there?



**Alanna Moran:** Yes, I am.

**Don Roberts:** Did you hear Tom Werner's question?

**Alanna Moran:** It sounded like it was about trip generation for this site if I heard him correctly

**Don Roberts:** Yes, can you respond to that please?

**Alanna Moran:** Yes, so when it comes to trip generation for the project we used ITE standard data for market rate apartments, so in the ITE most recent version of the trip generation manual its multi-family is basically defined by low-rise, mid-rise or high-rise in this instance we used low-rise housing. One thing to note with the trip generation for the project is that the latest version of the manual doesn't include anything with regards to how kind of life in general has kind of changed a little bit with regards to Covid and that the trip generation is based upon all pre-covid data so even though a lot of people have a hybrid situation and so they're not necessarily going to and from work on a daily basis, it's more of a few times a week type of thing, the analysis is based upon data identifying trip generating potential for everybody who might go to and from work on a daily basis as opposed to the core hybrid situation we're at in these days.

**Rich Berkowitz:** Alana have you considered school busses going through this project?

**Alanna Moran:** Did you say small busses?

**Rich Berkowitz:** School busses

**Alanna Moran:** Okay so the truck or the kind of the travel patterns to and from for say heavy vehicles into and out of the site I think that Lansing and Jason correct me if I'm wrong, but you did do deliberate routing not necessarily school bus routing?

**Jason Dell:** Yea, well we did provide the fire truck routing to the Town which shows a large fire truck which is the size of a bus but we can certainly provide a separate school bus turning template to verify that

**Rich Berkowitz:** I'm not worried about the turning template, I'm worried about school busses stopping in the middle of that area, disrupting traffic, slowing down traffic with it internally and externally. And just on an off shoot on this and I don't know if you're at liberty to discuss what you discussed with DOT but if you can't do anything about Plant Road have you ever considered putting in a turning lane going west on 146 into your project to alleviate some of that traffic and that one lane road from 146?

**Jason Dell:** Alanna do you want to field that one?

**Alanna Moran:** Dedication for this site does include an additional west bound travel lane along the project frontage so that is one of the things we are looking at mitigation wise, it wouldn't necessarily be like a turning lane into the site but it would be a second west bound travel lane.

**Rich Berkowitz:** And has any consideration been given to Plant Road since we last discussed this project?

**Alanna Moran:** We haven't done anything additional at this point we're really waiting on and specifically that correspondence back and forth between like with our initial round of comments from DOT, not so much anything else at this point, part of that is ownership of the land and what can actually be done Phase I ownership, land ownership.

**Rich Berkowitz:** Which land are we speaking about?

**Alanna Moran:** You're talking about the Plant Road area, correct?

**Rich Berkowitz:** Correct, but what ownership of the land are we talking about if you can't move that road? Are we talking about the small house next to Stewart's?

**Alanna Moran:** That had been an area that had been under discussion yes.

**Rich Berkowitz:** And do you know when DOT is going to give you your final recommendations or, I don't know do we have a public hearing without knowing what the traffic is going to be like?

**Don Roberts:** It's a public informational meeting the Town Board has got to have to have a public hearing anyway so ours is optional so we could have it but I'd like to have as much information as possible before we have it let's put it that way

**Rich Berkowitz:** Right, that was my point about traffic, since this is the biggest question about this project

**Don Roberts:** And even backing up a little bit, Tom Werner was your question adequately answered before?

**Tom Werner:** Well I would have to go back and look at it, but I do have a couple of more follow up questions. Has there been any discussion or recognition on the part of anybody including DOT on the need, dire need for two east bound lanes on route 9 heading east?

**Chuck Pfundi:** So that's actually why I came up to speak, one of the discussions I just had last Friday was and this is where I think the hang up has been with DOT is that everybody had saw in the newspapers they have a consultant agreement and a study being done on that corridor, various locations, Creighton Manning Engineering won that and they are a consultant engineer for the State, that's going through a separate department than obviously permitting. We did a little research we reached out to Creighton Manning we found out who the project engineer was with the state since then I have reached out to Ken Davis whose the State lead on it as well and what we are trying to do now is also we notified that department to make sure that permitting sees our SEQR notification you know that they answer to the 30 day notice they are aware of the 19<sup>th</sup> and to try to get to the department that's ultimately looking at this larger corridor study. The conversation was let off with our team as, hey we have a ton of traffic data here we've also looked at mitigating one of the intersections that was part of your comprehensive outlook of the overall area, and we're willing to share any data that you folks may need and also want to make sure that there are synergies between the design. So to your question Tom we're not really sure and I don't even know if DOT is sure, you know that's ultimately is their trying to do a deeper dive than what Creighton Manning on what ultimately is the sticking point with what's driving a class -F intersection, right and one of the things that they are looking at in through very entry level conversations with them is their focused right now on more of the off ramp I believe, they believe a lot of the problem derives from the actual entry and exit points of 87 and that's what creates a lot of the congestion down there and they're looking at larger studies and seeing what they ultimately have money for but we have continued conversations and good faith, extended the olive branch on sharing our to see if we could create some synergies with working together on designs and I think with the Planning Departments submitting and Joel submitting that notification, we should be able to stem conversations now, going into that process with SEQR.

**Tom Werner:** Follow-up question on the actual trips generated, the new traffic generated to site and this is going to be I think a great investment I think a destination place for the Capital District, so I'm asking how you arrived at the traffic if I recall correctly, 30 % of the traffic was to and from the east on 146, 20 % of the traffic was to and

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from the west on 146 which would be where the interchange is for the Northway, I just question that balance. There is 20% going north and south on route 9 but how did you arrive at only 20% to and from the west versus 30% to and from Mechanicville?

**Chuck Pfundi:** Alana could you answer that?

**Alanna Moran:** Yea, so what the trip distribution to and from the site was based on existing travel patterns and then kind of anticipated future and so that was really and looking at all of the data where the numbers fell out when it came to percentages, north, south, east and west, so it was really all based upon some kind of existing travel patterns from the area already.

**Tom Werner:** It just seems like there would be more traffic coming to and from exit 9 of the Northway than there would be from Stillwater and Mechanicville.

**Alanna Moran:** Right but remember there is a lot of different ways once you're a resident of the area there's different ways people kind of come to and from as opposed to just jumping on the Northway, you know people are going to travel through to where Lowe's drive is, right so some folks are going to go that way. Other people are going to try to head out down route 9 and across the bridge and into Albany County that way, so there's a lot of different ways that people can go and a lot of times if we can avoid the Northway a lot of times residents will, as opposed to just jumping immediately there at exit 9.

**Don Roberts:** Well not even the Northway but

**Alanna Moran:** There is certainly something more we can look at in detail.

**Don Roberts:** Yea, because not just the Northway there is a lot of commercial activity on the other side of the Northway in Clifton Park, a lot of those people are going to be going over there and coming back.

**Alanna Moran:** Right but we are also looking at when we do our trip generation estimates, it's really based upon commuter travel, it's kind of that to and from work situation if we were looking more at that midday travel pattern then we would look at kind of activity to and from more local destinations.

**Donald Roberts:** But shouldn't you look at it.

**Alanna Moran:** Again, it's something we can go ahead and look at in more detail and make sure we have that, that deeper look that you're more comfortable with.

**Donald Roberts:** I think it should because, I think we have to look at it all, not just the morning and afternoon commute. Because this is a very populated area up there, so.

**Marcel Nadeau:** I agree with the local people finding different alternative ways of getting around but the people coming off the Northway are gonna go right down. Right down to 146. It's pretty simple. That's the easiest way for them, and they'll be a lot of people coming off the Northway.

**Richard Berkowitz:** And sometimes weekend traffic can be worse than weekday traffic.

**Alison Pingelski:** And with the footprint of retail and restaurant, I think that the impact of the traffic needs to be looked at on the weekend area. Not just the commuter time.

**Marcel Nadeau:** This is a great project but we're gonna create total gridlock in our Town.

**Tom Werner:** I mean, we essentially got gridlock at 9 and 146 now.

**Donald Roberts:** I have the advantage of being retired so on the weekends I go nowhere near that area. I avoid it. I don't do anything on weekends up there.

**Marcel Nadeau:** I don't go anywhere near there.

**Tom Koval:** I don't think we're ready for Public Information meeting. I think we need a lot more information before we take that next step.

**Marcel Nadeau:** There is no doubt the traffic is the issue.

**Tom Koval:** Absolutely

**Don Roberts:** Everyone feel that way?

**Tom Werner:** Yea and I think we've got to have a visit from DOT, I realize their consultant is really just getting started.

**Marcel Nadeau:** I think we have to go to the extreme and figure out what is the total best traffic pattern for this project, because once we do it, it's done.

**Lyn Murphy:** The only thing I will caution the Board, these studies that are going on off site, are going to be, I mean if your waiting for those to be done you might as well tell them they can't have their project because those studies are not going to be done any time soon, so waiting for DOT to comment on this traffic pattern makes a 100 % sense to me, waiting for DOT to decide what they are going to do at 146 & 9 Is not their problem.

**Tom Koval:** I'm not saying that but I think we had some pretty good points for Alana to look at.

**Lyn Murphy:** Absolutely

**Tom Koval:** Not necessarily, yes I don't think we should wait for them to decide what they are going to do over in North Wood, we know the State debate, I'll be long dead before they figure that out, but we did ask Alana to look at a lot of things, the weekend traffic is definitely, a third or fourth with everybody else, I don't go over there on a Saturday I don't even go to get my truck washed on a Sunday or Saturday because that traffic is so brutal over there

**Donald Roberts:** So, Elena now, how, can you anticipate how long this will take for you to get more information for us?

**Alanna Moran:** I think it really is gonna depend upon the level that is being, is being asked for. So, for instance, for residential projects, one of the reasons, and this is, while this is mixed use, there is a component for certain that is kind of more residential to it. And then we typically for that will get the am & pm weekday hours, because that's when traffic is highest on the roadways, but also when traffic is going to be highest to and from the site itself. So, what we're trying to do is more of a kind of a trip generation comparison, piece of information and not having to get additional traffic volume data. That's not something we can respond to within the next, you know, several weeks. Type of idea. If we need to collect new data, that's a different story just because of the timeframe that we're running into when we're talking

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about getting into say February break. That's not really usually the time that we're going to do traffic counts because of people out or on vacation or different traffic patterns. So, if we're talking about quality to than quantitative information based upon information we already have, that I can get back to you in the shorter time.

**Tom Koval:** Maybe a February break traffic is exactly what we should be looking at because that's gonna be more indicative of what weekend traffic is gonna be there.

**Donald Roberts:** Or, the thing I have, the question I have or the situation I have here is that I'd like to keep this project moving and have the Public Information meeting, but I don't want to have a Public Information meeting and have us sitting here knowing that traffic's a big issue and we're sitting here saying we don't know, we don't know. That's not good either. That's not right either. So, I'm trying to do the best thing we can and for everybody.

**Richard Berkowitz:** Can I ask a question? Part of the Public Benefit is, and I agree with Marcel, this is a tremendous project. But part of the Public Benefit is giving \$2.5M to the study for 9 and 146.

**Jason Dell:** Now, the costs to reconstruct the intersection and the traffic improvements is approximately between \$2 and \$2.5M.

**Richard Berkowitz:** And that's what you're giving to the State or the Town?

**Jason Dell:** No. That is our construction costs to construct the improvements. So, no that's not money given to the State, that's us fixing the intersections.

**Richard Berkowitz:** Of 9 and 146?

**Jason Dell:** Of Old 146, and 146

**Richard Berkowitz:** The whole project?

**Jason Dell:** Which of Old 146 and 146.

**Richard Berkowitz:** Ok. So, I was confused about. Ok, because I thought that might have been going to the State.

**Jason Dell:** No.

**Richard Berkowitz:** Instead of the Town. Ok.

**Chuck Pfundi:** It did provide money per unit as well?

**Jason Dell:** Yeah. It was gonna be \$500 per unit to the Town for general traffic improvement.

**Richard Berkowitz:** Ok.

**Jason Dell:** And if I could add for the Public Informational meeting, there will obviously be a formal Public Hearing back at the Town Board, but if we have the Public Informational meeting sooner rather than later, we can also get out ahead of any other additional concerns that the public may have. Whether it be drainage, whether it be whatever it winds up being, it would be nice to hear any feedback that they have. We have met

with the folks from Inglewood. We've made every effort to accommodate them so far. It would be nice to get other feedback that we can get out in front of now and work towards that while we're waiting for DOT and moving forward with the Town Board.

**Richard Berkowitz:** Well, how do we notify the whole Town that this project is gonna have a hearing. Because there's not too many people who will about this project but there's more people who will be affected by it and how do you notify them besides articles in the newspaper? Yeah, that's what I mean, the whole Town's affected. You can't notify the whole Town.

**Lyn Murphy:** It'll be in the paper, and it'll be on the website and in the past, you guys have done expanded notifications because of the, they're close to Clifton Park, **Clifton** Park will automatically get notified? State agencies, but it will be on the website. Are they going to do a mailing to each and every home in the Town?

**Richard Berkowitz:** I know they're not.

**Lyn Murphy:** Ok. Just want to be clear.

**Richard Berkowitz:** Yeah, I know that, but how far do expand this notice?

**Lyn Murphy:** That's totally up to you guys.

**Donald Roberts:** Oh yeah, we can decide that. Ok, but if we do go ahead with a Public Information meeting, please don't expect this Board to take action right away if we're not satisfied. We'll put that right out there, alright?

**Lyn Murphy:** So, I'm hearing the Board say they want to hear some more information from the applicant as it relates to the weekend times, the retail space and how that is factoring in on top of the trips to and from, from the residences, is that correct?

**Marcel Nadeau:** Yes.

**Lyn Murphy:** I just want to make sure we're all on the same page.

**Tom Werner:** One quick question to Elena. There's a certain amount of traffic that uses Old Route 146 that's going from eastbound on 146 to northbound 9. They use 146 to bypass 9 and 146 intersection. With the rearrangement and configuration going in and turns and stop signs, are you saying, what you are saying about that traffic now. Will that stay or will that be diverted to 9 and 146? Will people, they always take the path of least resistance. I would think that that's gonna take and divert that traffic to 9 and 146 that's currently through traffic, not destined for anywhere, Cemetery or any part of the new development.

**Jason Dell:** Elena, do you want to chime in on that one?

**Alanna Moran:** I think if I'm hearing you correctly that you were asking Tom about the traffic on Old Route 146. Is that accurate?

**Tom Werner:** Yes, that's correct. What'll happen to that traffic after the reconfiguration with this development and the circle inside and some stop signs that you have along there.

**Alanna Moran:** Yeah. So, the way that we're looking at the numbers right now is that that traffic that's currently, like you said, it's kind of that through movement and comes into Route Old 146 comes into 146 at

that kind of acute angle and we're, what we did with this study was actually reroute that traffic, kind of through and into the center through that old roundabout area and then coming straight down and at that straight angle to 146 instead, so, it does, it does reroute 100% of the traffic, I believe. I would have to double check on those numbers specifically, but we are re-routing the traffic kind of through the site area.

**Tom Werner:** It doesn't sound realistic,

**Alanna Moran:** make sure that that statement is accurate and that we're not kind of keeping anybody or moving anybody from Old Route 146 back to Route 9. I'll double check that for you.

**Tom Werner:** Okay

**Tom Koval:** And then we're dumping them out, we're dumping them out onto Old Route 146 just before the intersection of Old 146 and Cemetery so that's gonna create another issue with people trying to get out of Cemetery Road and people taking a right off of this new road heading towards Route 9.

**Alanna Moran:** Yes. So, it sounds like one thing that would be beneficial kind of for all of us to take a look at would be kind of a, instead of have the traffic drawing figures themselves, or it could be like a flow diagram that shows, like if somebody is coming from Old Route 146 and going to 146, what they do now, and then maybe also show an arrow of what it could look like in the future. Just a couple visuals to help us all see what those changes are and maybe kind of the magnitude of what we're anticipating the volume of traffic to be on those movements. And that's, I think that would help me to actually see this topic through with everybody. Does that seem like it would be helpful to you all?

**Tom Koval:** It'd be helpful, but I travel this road several times a week, if not once a day at least and I know what that road's like. I know what this is gonna do to it and after looking at the short distance between where you're ducking into 146 and where Cemetery comes in. It looks like it's only a couple hundred feet to me. So, when you get a car coming out, taking a right or a truck taking a right and somebody's trying to get out of Cemetery Road, that's going to be a little bit of a standoff.

**Alanna Moran:** And it's across from the output right now of where the Rite Aid outlet is.

**Tom Koval:** Right. Yeah.

**Jason Dell:** Kind of just a flow, like a typical road. You would come, instead of going straight down to that intersection, it would just be a road that continues onto the circle.

**Tom Koval:** Well, that's what I'm saying. So, it's not even a 90 degree, coming out of this project, right here. So, you know what's going to happen. Nobody's going to stop at that stop sign if there's a stop sign. They're just going to come barreling out of there and Cemetery Road people are trying to get out, 200 feet down the road.

**Jason Dell:** Well, right now the traffic just flows through along the road. That's the same thing that'll happen here. This is the same thing that'll happen here. It's just that there's a bend in the road now.

**Tom Koval:** for speed and are coming from behind the building so people coming out of Cemetery Road, aren't going to see that. It's, my issue is, it's gonna be, you're adding something that's gonna take more time to get through which puts people in a bigger hurry and then you're putting them right at a double intersection, dumping out onto that road. I understand you don't have a lot of options here. I'm just telling

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you how it's gonna be. I travel that road often. And I'm that guy that's always in a hurry and always 20 minutes late for my appointments.

**Donald Roberts:** Anyone else?

**Chuck Pfundi:** Just take a look at it Jason to just, ya know, see. Because this is a great project.

**Tom Koval:** Yeah, exactly. I absolutely love the project, just make it as easy as possible for everybody.

**Donald Roberts:** Ok, well how does this sound? I mean, Elena, Jason, Chuck, you've heard all the concerns here. It's all traffic, ok, everything's traffic. Elena's gonna do more study, right Elena?

**Alanna Moran:** Sure am.

**Donald Roberts:** Ok. Thank you. Well, how's the Board fee about this? I mean, I know, I mean, how about if we schedule a Public Information Meeting a month out, giving Elena more time to get information together and we have that meeting, we, if we are not comfortable in what we hear, there's no reason that we have to take action at that time. Would that be acceptable?

**Chuck Pfundi:** Yeah.

**Richard Berkowitz:** As long as they have some more traffic answers.

**Tom Koval:** Could we possibly just cut the end of Cemetery Road off and put that all through that traffic circle?

**Marcel Nadeau:** I was just gonna say that.

**Donald Roberts:** Well, it's just something to look at.

**Tom Koval:** If we cut the end of Cemetery Road off and put it all through that traffic circle so we're not, we're not running into that intersection problem? It doesn't look like there's anything there other than two buildings which already, we'd have frontage.

**Jason Dell:** There's the apartment complex right back here. There's the entrance here, there's an entrance here.

**Tom Koval:** Where does that, where does that come out though?

**Alison Pingelski:** It comes out right across

**Jason Dell:** So, how about the rest of it? The rest is Cemetery Road. Just leave that little stub

**Chuck Pfundi:** I think that would affect a lot of outside businesses. Conversations as well that we had with Bruce Tanski, right?

**Jason Dell:** I just think good planning that you'd want the most routes possible through something right there as opposed to creating any further congestion.



**Chuck Pfundi:** We just wanted to also make sure we were transparent about where conversations were, how they were going with DOT and because of that concurrent design study, we just wanted to make sure the Board was aware that we may never get a concrete, like, finalized thing because the project's going to evolve and, ya know, when you look at the timings of when DOT's trying to put this out for public bid and possibly of when, if, ya know, you throw the dart at the wall, if this project is something that the rest of the Board can get behind and the rest of the process runs successfully on our end, then we could be breaking ground around the time that they're doing their construction. So, I think it's going to take a lot of teamwork from then to there. But we may not get like a concrete answer I guess is.

**Tom Koval:** So, do you want to have them come in a month and they'll have some more answers for us?

**Donald Roberts:** Tom, I'd feel comfortable having the Public Information Hearing March 27<sup>th</sup> and with the acknowledgement that we may not be taking action.

**Chuck Pfundi:** Understood.

**Donald Roberts:** Ya know, ya know, ya know, this is optional what we're doing. Town Board has to have a Public Hearing. This is optional.

**Tom Koval:** No, I understand.

**Donald Roberts:** Ya know. So, I mean, just to keep the process moving a bit, I feel comfortable to having the Public Information meeting March 27<sup>th</sup> with them knowing it may not go anywhere at that time. Is that ok with everybody?

**Chuck Pfundi:** Does Elena that's enough time, I said does Elena to get us

**Donald Roberts:** Elena, is that enough time for you to get some more information for us?

**Alanna Moran:** Yes, yup. We could have something else.

**Donald Roberts:** Ok, Jason, Jason, Chuck, that alright?

**Jason Dell:** Yes.

**Richard Berkowitz:** Ok, I make a motion to have a Public Information meeting on March 27<sup>th</sup>.

**Alison Pingelski:** I second it.

**Don Roberts:** All in favor aye? (All were in favor) opposed? (None were opposed) motion carried. See you March 27<sup>th</sup>.

**Jason Dell:** Thank you very much, thank you.

**Donald Roberts:** Oh, Jason, if at all possible, can you please try and see if Scott Earl can be here. I know you guys are smart guys, Elena's a smart lady but sometimes questions come up, you guys don't have the authority to answer.

**Jason Dell:** We will make every effort.

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**Donald Roberts:** Ok. Thank you very much.

**Richard Berkowitz:** Now, what are we doing about notice?

**Richard Harris:** What's that?

**Richard Berkowitz:** What are we doing about Public Notice?

**Marcel Nadeau:** Television station.

**Richard Berkowitz:** I mean, it's a meeting here, but somehow you have to get it out into the public that we're having this meeting and I don't know how you do it.

**Jason Dell:** Put it on the website?

**Richard Berkowitz:** How you do it.

**Tom Koval:** Halfmoon Navigator. Everyone gets that.

**Richard Berkowitz:** When is it coming out?

**Don Roberts:** How 'bout floating a balloon?

**Richard Harris:** I would suggest that at a minimum you consider everyone at Inglewood. Now, their HOA and the neighbors, they're very aware. They've come in and met with them, but I think, ya know, at minimum be across the street at Inglewood.

**Tom Koval:** I think we should also go across the street down Plant a little bit and Orchard Park.

**Donald Roberts:** Alright Rich, you me and Paul can sit down and get the map out, we can map it out.

**Tom Koval:** Those two sides are going to get most immediately impacted.

**Don Roberts:** Yeah.

**Marcel Nadeau:** But once you put a sign up.

**Richard Berkowitz:** There's a lot of houses on Plant Road now.

**Tom Koval:** Yeah, I know yeah. That's a lot, well, that's just what came into my head. I don't, I don't go down that route. I go.

**Richard Berkowitz:** I go down it five or six times a day

**Tom Koval:** I see you going through Lowe's I think you wore those stripes off yourself.

**Richard Berkowitz:** I put paint thinner on my tires.

**Richard Harris:** Ya know, you could get into thousands of letters going down Plant. There's always the danger, if you start going down into a neighborhood.

**Richard Berkowitz:** you miss one or two.

**Richard Harris:** Meanwhile, all the people across the street think they deserve.

**Rich Berkowitz:** Is there a way of getting into their web pages?

**Richard Harris:** Whose web pages?

**Richard Berkowitz:** Each development has some sort of web page.

**Richard Harris:** They're usually locked on Facebook or...you can't really get into that

**Donald Roberts:** We never done that Marcel's got an idea here.

**Marcel Nadeau:** What about a sign on the site that states we're gonna have a Public Hearing on this site on such and such a date?

**Richard Harris:** The Town doesn't require that I know Colonie does, we certainly can do that.

**Marcel Nadeau:** I mean, you're gonna get a lot of people that don't see the sign.

**Donald Roberts:** And Jason, you guys got to put it up. Jason, you guys got to put the sign up if we do this.

**Jason Dell:** We need a sign permit?

**Donald Roberts:** No, we'll waive it, we'll waive it. But you know how the wording, ya know, just, ya know, a Public Information Meeting for, Can you run it by Rich first, the wording ,so we know what we're gonna do.

**Richard Harris:** And something, not a billboard, but not an 8 ½ x 11, I know that's..... Have some guidelines.

**Marcel Nadeau:** And I'd like a lot of colors so they won't miss the sign.

**Donald Roberts:** Alright, ok, thank you, thank you Alana, bye, bye now.

**Marcel Nadeau:** You said the 27<sup>th</sup>.

***One Four Six Marketplace PDD – PDD Recommendation  
PUBLIC INFORMATIONAL MEETING SET. Board set a Public Information Meeting with expanded notice  
for March 27, 2023, for a PDD Recommendation for a mixed-use project.***

**Charlie Lucia:** Alright, I make a motion to adjourn.

**Alison Pingelski:** Second it.

**Don Roberts:** All in favor aye? (All were in favor) opposed? (None were opposed) motion carried, thank you, good night.