

2/25/19

**MINUTES MEETING
Town of Halfmoon Planning Board
February 25, 2019**

Those present at the February 25, 2019 Planning Board meeting were:

Planning Board Members:

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

Planning Board Alternates:

Coordinator- Building, Planning and Development:

Richard Harris

Senior Planner / Stormwater Management Technician:

Paul Marlow

Town Attorney:

Lyn Murphy

Deputy Town Attorney:

Cathy Drobný

Town Board Liaison:

John Wasielewski
Jeremy Connors

Town Engineer / CHA:

Joe Romano

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

Mike Ziobrowski made a motion to Approve the Minutes from January 28th John Higgins Seconded. Motion Carried. Rich Berkowitz and Tom Koval recused themselves from the vote.

Mike Ziobrowski made a motion to Approve the Minutes from February 11, 2019. John Higgins seconded. Motion Carried. Marcel Nadeau and Rich Berkowitz recused themselves from the vote.

Public Hearing(s)

18.150/18.151 Parker Subdivision (Duplexes), 291 Grooms Road- Minor Subdivision & Special Use Permit

Marcel Nadeau *recused himself.*

Don Roberts: Would anyone like the notice read? No comments. Marcel is recusing himself on this one.

Duane Rabideau: Duane Rabideau from VanGuilder and Associates, here representing STB Builders Incorporated before the Board for a four lot Subdivision and for a Special Use permit to construct Duplexes on these lots. The parcel is located at 291 Grooms road, the proposal is to subdivide a 5.7 acre parcel of land in the four residential lots, we have lot A which is here, Lot B here, Lot C right here and then Lot D, this lot right here coming out right here on Grooms Road, these here will be created in a keyhole configuration with duplexes to be constructed on these lots. Lots A, B and C will utilize a common driveway and access easement out onto Poplar drive in the Aspen Wood subdivision. The proposed buildings will be tied into water which is on Poplar Dr., water and sewer. These three lots right there are in the R-1 residential zone, now lot D which is the front lot which fronts onto grooms road that will also be a flag lot configuration and it would encompass an existing duplex that exists on the parcel right now. Lot D was once an existing lot by itself but was annexed to the parcel in the rear a few years ago now we are subdividing it back out. Lot D is also tied into public water and sewer, this lot right here is in the professional office residential zone, the access for that lot is directly a drive right off of Grooms road. We are also requesting the Board grant a Special Use permit so that duplexes can be constructed on lots A, B and C which are the ones in the rear. CHA has reviewed and commented on the proposal and I believe we have addressed their comments at this point in time , we did at the last meeting we did revise the turn round area on lot C in front of this building for better emergency turn around abilities , and basically that is our proposal before the Board tonight.

Don Roberts: Thank you Duane, at this time we will open the Public Hearing, would anyone from the public like to speak? (No comments) Seeing no one wishes to speak we will close the public hearing, comments by the Board?

Rich Berkowitz: Duane I was just looking at the satellite view of this and is there going to be a no cut buffer between the owners of DeVoe and the subdivision?

Duane Rabideau: The subdivision on the other side of the stream?

Rich Berkowitz: Yea

Duane Rabideau: Yea basically there is not going to be any cutting in there because that is a DEC wetland protected.

Rich Berkowitz: Where does that start?

Duane Rabideau: Basically the hundred foot is actually, the stream runs through the wetlands and the hundred foot starts probably maybe 20 feet from the stream and it goes in here, we've got to get our DEC wetland permit for the hundred foot adjacent area just a little bit in front of the driveway but the rest is going to stay wooded as part of the permit.

Rich Berkowitz: You won't even see these duplexes at all, ok

Duane Rabideau: No, no

Rich Berkowitz: Ok

Mike Ziobrowski: Have you confirmed that the turnaround locations on each of these buildings can be, you can take a fire truck and turn it around in these driveways?

Duane Rabideau: The intent was to concentrate just on the rear building in the back for access there, they come in back out and go.

Mike Ziobrowski: It just looks a little tight for a K turn, maybe it is just the image, and it's hard to tell.

Duane Rabideau: Yea we definitely the first time we did it, it wasn't enough but we re- did it so it would work, it would.

Mike Ziobrowski: Ok.

Don Roberts: Anyone else?

Rich Berkowitz: I make a motion to declare a Negative Declaration for SEQR.

Don Roberts: Can I have a second?

Mike Ziobrowski: I second

Don Roberts: All in favor I? (All were in favor) Opposed? (None were opposed) Motion carried.

Rich Berkowitz: I make a motion to approve the Minor Subdivision and Special Use permit.

Don Roberts: Can I have a second?

Mike Ziobrowski: Second.

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

Duane Rabideau: Ok thank you.

Parker Subdivision (Duplexes) - Minor Subdivision & Special Use Permit

APPROVED. Board held a Public Hearing and approved a four lot subdivision and Special Use Permit for four (4) duplex homes at 291 Grooms Road.

19.008/19.018

Hoffman Car Wash, 1859 Route 9 - Site Plan & Special Use Permit

Jason Dell: Good evening my name is Jason Dell Im an Engineer with Lansing Engineering, I'm here on behalf of the applicant for the Hoffman Car Wash Site Plan. The project site is located at the intersection of Route 9 and Sitterly Road, the project site encompasses about 1.77 acres, and is zoned as part of the C-1 District. This property has been before the Board on Multiple occasions in the past for the current project before the Board for the property is for the construction of a 6400 sq ft Hoffman's Car Wash. Access into the car wash will be from the south where we will come in and there will be three access lanes, that will then be able to access into the carwash. There are a total of 32 parking stalls 8 of which are for employees in the rear of the building and the remainder of the parking stalls in the front of the building will also be vacuum stations that will be used for patrons of the car

wash. In the front of the building we've got a monument sign as well as a flag pole up in front. Water will be provided into the car wash from a connection to the municipal system located along route 9. Sanitary sewer will be extended across route 9 to the existing gravity main located over near the mobile station. Stormwater will be mitigated on site in accordance with all requirements. At this point we have submitted detailed design drawings to CHA, we have received comments back from Joe we take no exception to those comments, we feel that they are technical in nature and that they can be easily addressed so we are here this evening for the Public Hearing associated with the special use permit in the hopes of this Board moving forward with a conditional approval, conditioned on addressing all of Joe's comments.

Don Roberts: thank you Jason, at this time we will open the Public Hearing, would anyone like the notice read, if anyone wants to speak just come up and state your name and address and say any concerns that you might have. Seeing no one wishes to speak we will close the public hearing, Board members?

John Higgins: Jason what are those other two out buildings, the one on the north and the one on the east?

Jason Dell: We've got our dumpster pad in this area, and we've got our vacuum mechanics in this area here and this is a storage shed in the back for lawn mowers, snow blowers, typical maintenance kind of equipment.

John Higgins: I thought the vacuums were going to be in individual parking areas?

Jason Dell: There is a main pump for the vacuum in here and it will be above ground and it will have tubes and a system, we had pictures last time showing the configuration of it but it's all powered from one spot.

John Higgins: Are they going to be tying into natural gas for the heat, for the hot water?

Jason Dell: Yes

John Higgins: Ok, thank you.

Rich Berkowitz: How many cars can fit in that stacking area so you don't have the same problem you have over by the crossings?

Jason Dell: We've got room for about 5, 6 so you're looking at probably 16, 17 cars can fit into there, and the idea for this is to alleviate some of the congestion at the other facility.

John Higgins: I asked that same question, Rich wasn't here then, I was at the other one just the other day, I still don't think that is enough stacking, I think you're going to end up going out into speedways area, maybe I'm wrong, but it's amazing how many people want to get their car washed at the same time.

Mike Ziobrowski: I think the question was can you move the gates up a little to the north to allow for more vehicle access on that driveway?

Don Roberts: If you would like to respond you will have to use the microphone and say your name and address

Marty Andrews: I'm Marty Andrews, Hoffman Car Wash. If you move up the gates it is going to be the same amount of cars that are going to be in line basically, but what's different than this site versus the site up the road is that we have cars getting vacuumed out there, and so that process takes longer, this is there is no vacuuming at all

2/25/19

the cars go through the teller go through the car wash and come right out, the process is a much quicker car wash process.

Mike Ziobrowski: But you're still stopping, your still stopping which creates a Que.

Marty Andrews: Absolutely but not as long as at our 1672 site.

Rich Berkowitz: How long does it take to get one car through the wash?

Marty Andrews: About three minutes

Tom Koval: I have already been to two of these facilities that they already have built and I have yet to wait in line even on busy days, for him to wait, he is correct it is much different up the street than it is with this design they have, because there is no drying at the other end there is no waiting for the guy to write the ticket, what happens a lot further up the road is whoever is scanning in the ticket tends to talk to people or people tend to ask a lot of questions or I don't know what they are saying, but you can see, I've waited behind cars that are waiting to get scanned and they are b-s'ing for lack of a better term whereas when you go to these you pull up to that gate it's a touch screen, it scans you, the gate opens and your gone, there is no wait like there is at the other one.

Rich Berkowitz: So you're in the car you're not being tractored into, for use of a better term?

Marty Andrews: Correct, so Tom is correct you pull up to a point of sale teller and you interact with the teller and what's different again about this site vs 1672 where you had one maybe two greeters out there now you have three pay stations out there so you really you have quickened the process.

Tom Koval: there is no human interaction

Rich Berkowitz: There is an automatic dryer in there that you go through

Marty Andrews: Nobody's toweling it off at the end

Tom Koval: There is one in Ballston Spa that I've been to a few times, there is no interaction when you are actually paying, cashing out so you don't get that lag time where they are bs-ing about their coffee or whatever that's in the car.

John Higgins: What's the difference if you move those tellers up another 20ft. thats what I'm saying, I'm asking them why they can't

Tom Hoffman Jr.: Tom Hoffman Jr. Jr. just from our experience we know that it makes no difference because the tellers are about twice as fast as the wash process so when the gates open and the cars pull forward there is already a line there so there is the same number of cars stacked

Mike Ziobrowski: So your queuing dilemma is really waiting for people waiting for people to go through that car wash vs going through the teller.

Tom Hoffman Jr.: Right the tellers are lightning fast compared

Mike Ziobrowski: So you want more space up front than you do now

Tom Hoffman Jr.: If you were to visit on a busy day you would see that there are cars filled in and Jason didn't draw the cars waiting for the tunnel it makes it look like there is all that wasted space but it's really not wasted it will be full on a busy day so that we can achieve maximum production and get the cars on their way.

Rich Berkowitz: It's a double que basically

Marty Andrews: Yea well there is really there's triple three lanes feeding into the same

Rich Berkowitz: Feeding into it after you pay and a que before you pay

Marty Andrews: Right so after you pay people will line into a single que and go through the wash it

Tom Hoffman Jr.: They will go from the three down to the one and

Rich Berkowitz: there is only one lane inside the car wash?

Tom Hoffman Jr.: Yes, we just had this dilemma a year ago in our East Greenbush store and again the same type of situation where we were lined up on the road, all of the time so we went to, we flip flopped the site, put these tellers in with almost the same amount of stacking we have here, it has solved all the problems that we called the Town of East Greenbush and they were so grateful.

Mike Ziobrowski: I went to the Touch Free in Latham where you have no room, you literally pay, you wait and your waiting for that car that's inside there is no real que, everyone is just queuing at the station so I can see what the dilemma is just waiting for the car to dry and the cycle time

Marty Andrews: But that's different because that's an in bay automatic you probably went to the Sand Creek location on Wolf road, so that's a whole different type of wash so

Tom Hoffman Jr.: Much slower too, much slower process

Marcel Nadeau: I guess maybe answer Johns question is it possible to move the driveway further to the west that would pick up a few more of the queuing in that area, is there a reason that the driveway is right where it is?

Jason Dell: To get it as far away from the intersection as possible

Marcel Nadeau: Ok

Jason Dell: The light improvements happen down in this area here

Marcel Nadeau: And all the cars coming out of the gas station will they come down through that area as well?

Jason Dell: Yes

Marcel Nadeau: Ok so both sides are going to be using that access that egress ok

Rich Berkowitz: Is there a stop sign at that intersection.

2/25/19

Jason Dell: There is a stop light

Rich Berkowitz: No, no I'm talking about between the car wash and the Speedway?

Jason Dell: Yes

Rich Berkowitz: And do these gates open, will they try to control the single lane traffic by opening up at different times to three cars that are there at once?

Tom Hoffman Jr.: Yea, so there is a loop on the far side of the gate that detects your car so it won't close down if somebody is setting on top of that loop there is a detection in the concrete there so that car has to clear it before the gate comes down before the next person can move up

Rich Berkowitz: So it kind of controls so all three cars aren't going in at once and jockeying for position

Tom Hoffman Jr.: Yes that's how it works.

Marcel Nadeau: So there is a possibility that the cars could que, if it got out of hand, que right at the entrance of the site, correct?

Tom Hoffman Jr.: That's correct, there's a possibility.

Marcel Nadeau: I just, I think we're concerned because of the situation up the street, we tried to change that on your new plan but I think John

Marty Andrews: We are helping that situation too by, because we were here a few months ago about doing a parking lot out back and adding that extra lane, that extra lane, if you give us another 30 days or so that lane should be ready to use, and that will help that situation

Don Roberts: I mean the last thing we want is a problem up on route 9 that's the last thing we want

Marcel Nadeau: That's my concern I think we know what you had up there and your saying this will work fine and hopefully it will but I think we're kind of gun shy as to knowing what could possible happen and I think that's Johns concern as well as my concern. If there is any way you could get some more queuing its going to be to your benefit.

Don Roberts: We will get our Town engineer involved Joe what do you think, any of these recommendations on this?

Joe Romano: Yea Im not sure there is going to be a layout change from what Jason has proposed that's going to get you more queuing for the site, I think part of it is the Board relying on what the applicant is telling you in terms of their operation and how quickly they think they can get cars in and out, I think at one point they made from the existing facility where you've got the full service cleaning that area definitely ques up and without that being here you know, if they can que up 17 cars that seems like an adequate amount for a single lane car wash.

Don Roberts: if there is an issue on route 9 we are going to have to do something you know that we cannot have problems on route 9

2/25/19

Marty Andrews: We will just have to raise our prices (laughing)

Don Roberts: That will do it (laughs)

John Higgins: Well it's not just route 9 it's also speedway, potentially you can inconvenience your neighbor

Tom Hoffman Jr.: But we also know we are building this so close to our other location we are going to steal cars from that location so that location will become less busy and it will really help alleviate a lot of the problems and because we wash so many cars at the current location you know this location is not going to be lined out to route 9 and we've been open for two years now in Ballston Spa and the city of Saratoga location and we haven't ever gone out onto route 50 and up and people just won't stop and spend that amount of time anyway in line they just drive by when there is a line

John Higgins: they do it at the other location

Tom Koval: That's because it's the only location.

Tom Hoffman Jr: Well again and the interior cleaning just slows down production you know with all we have to do with the car it's just a simple all automated process its apples and oranges so it's going to be much more productive.

Tom Koval: With my experience with this type of location and visiting this type of location as well as the Speedway next door, I feel that often I don't see an issue, that's a fairly low volume fueling station I make a motion to approve the commercial site plan and special use permit application.

Don Roberts: Contingent on Clough Harbor Associates signing off

Tom Koval: Yes contingent on Clough Harbor.

Mike Ziobrowski: Ill second

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

Richard Harris: We need a SEQR motion on this also.

Don Roberts: Ok, I'm sorry we will need a declaration for SEQR

Mike Ziobrowski: I will make a motion for a negative declaration pursuant to SEQR

Marcel Nadeau: I will second.

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

Don Roberts: Now you are all set, and you are still going to advertise as Halfmoon right?

Marty Andrews: Absolutely

Don Roberts: Thank you.

Hoffman Car Wash– Site Plan & Special Use Permit, APPROVED. Board held a Public Hearing and approved the Site Plan & Special Use Permit to construct a drive-thru carwash at 1589 Route 9, with a condition requiring final review by the Town Engineer.

Public Information Meeting

18.188 Woodloch Residential (Inglewood PDD Amendment), Cemetery Road - PDD Amendment Recommendation

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

Jason Dell: Good evening Jason Dell , engineer with Lansing Engineering here on behalf of the applicant for what is now known as East Point Homes but the Woodloch Residential PDD Amendment project. The project site is located along the eastern side of Cemetery road and consists of about 7.86 acres, the site topography generally slopes from east to west in the southern portion of the property so for the project the applicant is looking to construct a close knit community of about 42 single family homes, the lot sizes will all be in the neighborhood of about 4,000 sq ft. and the proposed house sizes for these lots is in the neighborhood of 1,200 to 1,400 sq. ft. . The homes will be marketed to first time homebuyers as well as folks looking to retire or downsize, so again we're looking to do a denser project that would appeal to that demographic. For the project we'll have about 1,900 linear feet of road way that will access from Cemetery road and come through in a round about a loop we will have an internal sidewalk for the project as well as a landscaped island over in the cull de sac, we will also be extending the sidewalk frontage of the property all of the way down to the intersection of cemetery and old 146. So as part of the project as is requested that the existing Inglewood PDD be ammended in order to accommodate the project with in the Inglewood PDD , the Inglewood PDD currently consists of about 9.1 acres and includes 27 attached multi-family townhouse units and the modified Inglewood PDD would allow for the existing use of those townhouses in addition to the 42 single family residences, so that would bring the total acreage of that Inglewood PDD up to about 16.96 and for a density for the combined projects of about a little over 4 units per acre. As a public benefit for the project and to promote interconnectivity the applicant is proposing that sidewalk connection all the way down to Old 146 traversing toward the other side of the project site. Additionally the applicant is offering \$1,200 per unit to the Town Highway Department to be utilized for general highway or traffic related improvements. Municipal water will be provided to the project through a connection to the main out on Cemetery, sanitary sewer will also be provided to the project and stormwater will be mitigated in accordance with all requirements. So we are here this evening for the public informational meeting to answer any questions that I can for you folks in the hopes of getting a positive recommendation back to the Town Board for the PDD amendment.

Don Roberts: Thank you, at this time we will open the Public Information meeting, would anyone from the public like to speak? Ok would you come up and say your name and address and any comment you may have.

Paul Weber: Paul Weber, 19 Cemetery road. I have lived on Cemetery road all my life, I've lived at 19 Cemetery road , we have lived at 19 Cemetery road since 1969, I know all about the property, the road the characteristics of the area. I gave Mr. Harris a letter this morning, I object to the density of the current project being discussed and I object to attaching to Inglewood PDD, I had an agreement with Bordeaux Builders, If I got the PDD approved that we would purchase Inglewood, the sole intent was to satisfy myself and Mr. Bordeaux and not have somebody piggyback off what I spent to create the PDD to make a project that has too much density as it is right now it is ridiculous. So I am not in favor of attaching to Inglewood PDD, I didn't plan on that intention when I sold it to Mr. Bordeaux, that was a sole agreement there. With evaluate our property we are the only one affected, we are surrounded, we have Inglewood PDD on one side, Woodloch would be on the other side, our driveway would be

impacted by the additional traffic coming out where since 2013 I've complained about the speeding on Cemetery road anyway and nothing has been done about it, they still say 40 miles an hour is ok. We have sporadic speeding, constantly from the young people, Cemetery road is saturated with low income, low cost apartments, 2 mobile homes you have young people speeding up and down the road whenever they feel like it including motorcycles. You haven't explained anything about the sewer line are you going to attach to Bruce Tanski's sewer line that is running down there, are you going to run a new sewer line, are you going to give the people that live there the sewer line passes by an opportunity to tie into it? I think that should be addressed. Again you did a traffic study, I don't care what traffic study you do Cemetery road is saturated with traffic there is more developments that are going to be built up the other end of Cemetery road on the other side of Farm to Market road, you go down there now to old 146 right now sometimes anywhere from 5 to 12 cars come off of 146 turning up to Cemetery road anywhere at 3 to 5 pm if you try to go up there the road is saturated with traffic. As far as the sidewalk goes I don't want it in front of my house if you build one, you can cross it over at the top of the hill and you haven't addressed tying into a sidewalk an old 146 where one should have been put in 20 years ago should have had a sidewalk there 20 years ago on Old 146, you haven't addressed tying any sidewalk into that if a sidewalk is built. So again the density is ridiculous, I'm complaining about that and in any event if anything is built I want a 100 ft. set back from my house we are the only one affected by this, I want a dirt berm built with either trees or a fence on the north side of our property and there is a very steep hill I want that addressed I don't know how it is going to be tapered into any project which I think should be at the most 14 houses. So again the density of the project is ridiculous, I don't understand it, and it's like a double wide mobile home park on steroids right now with that current projection. Also if anything like that is built they haven't indicated for sure whether or not they are going to have a foundation or a slab, plus when you run into that it hasn't been indicated whether they are going to be able to rent them at some point, then it will start going downhill. I'm finished with my comments thank you.

Don Roberts: Thank you Sir, Jason would you like to respond to the gentleman's concerns?

Jason Dell: As far as the density goes the applicant is looking to do a unique project here, the current density of the Inglewood PDD is about 3 units per acre the combined density of these two projects would be about 4 units per acre which is still significantly less than allowed for other types of PDD's for 10 units per acre so we are looking to do a unique more dense project that will fill the niche that the builders that are looking at this project right now that are very excited about it are hearing from their potential clientele that this is exactly what folks are looking for that are looking to downsize and stay in the Halfmoon community. The sewer concern as we move through the project there is an existing force main that is out there on Cemetery road right now and there is also existing gravity sewer main and manhole that's right at the beginning of Inglewood so as we move through the design of the project that will be up to the sewer district where they want us to tie into either utilize the existing line that is in Cemetery which years ago on different iterations of the project we have talked to them about, they were fine with us using that existing line that was there, however times have changed they may want to see us run a new gravity line down the hill and tie into where Bordeaux put that line in, so that will be up to the sewer district as far as anybody else connecting along the way that would like to, I know that would be a Saratoga County Sewer District requirement that they would be allowed to tie into that main because the sewer district would take ownership of that main so anybody that wants to connect into it would be allowed to.

Don Roberts: At their expense.

Jason Dell: At their expense correct. Traffic, traffic has been a concern of this Board from day 1 in that whole area we did just submit a traffic study for the Lawrence Circle project which is at the intersection of Old route 146, Cemetery road, route 9 that encompasses this project, it is an area wide traffic study in which this project was identified as part of that, that has been submitted to the Town I believe you guys got a copy of it Friday last week, it's a massive document but that is all within that study, and as far as sidewalks go we will extend sidewalks down

from the project site all of the way down to 146 as part of that Lawrence Circle project that we have been before this Board before on in the past is a very large commercial development proposed for that area which will have internal sidewalks, the internal sidewalks are shown on that concept plan that has been submitted, so we are well aware of the need for sidewalks right there to accommodate those commercial development as well as a development like this up the road.

Don Roberts: Thank you Jason, M'am you wanted to speak?

Bernice Weber: Hi Its Bernice Weber I live at 19 Cemetery road. I've lived at 19 Cemetery road since Paul and I got Married I can't tell you if you were to come and sit in my living room and watch the traffic and the pedestrians on Cemetery road you would be appalled at times the speed coming up off of Cemetery road the crest of the hill going down to Old route 146 is very dangerous. We have pedestrians walking on the road granted the sidewalk that's on the other side near Inglewood is a help for those that have common sense, we have a lot of people including kids on bikes that come down that road, sometimes not even using the sidewalk, when they get to where the sidewalk begins, I've seen kids on bikes one on one side, one on the other, fearless, ones using the sidewalk the other one isn't they are together but they are separated. I see women with children in strollers and I point this out because where that new site is projected those people will have to cross the road at a dangerous point to get to wherever this new sidewalk is going to start. It is a very dangerous highway because of the traffic and the foot traffic on it, I'm concerned about where the entry into the new project and then you have that private drive coming out across from the new project there is a private drive, I don't even think it has a name, there is a number of homes in there. So where their entry goes in and where that private drive is I can only think they must be very close together. Im concerned about the safety on the road. I walk a lot, when I leave my house my aim is to get down to where the sidewalk started for the Bordeaux, It's not a whole lot of feet I need to do to get across the road, but when I get from the lower portion of our house which has a dirt drive, a grass driveway to get to the other side of the road there is such speeding at times I hope Im not the statistic that happens there but with the kids on the road and people not even utilizing sidewalks, I can't tell you the near misses and screeches I hear, what you need to do is come and sit in my living room and you can see what's happening on that road. I don't want something tragic to happen, I don't know about increasing a sidewalk, im concerned about where the drive comes out for that private drive, for the entry to go into that new development will be, I don't know how far apart that is.

Jason Dell: Right across the street from each other.

Bernice Weber: I see that as dangerous, you're going to have cars pulling out of that private drive and then cars going into this, I see it as dangerous, it increases foot traffic and it increases traffic on the road. My concern is for safety, I only hope, I truly mean this that the tragic accident that could happen is me trying to get across that road which is not too far from that sidewalk begins, but you have to keep in mind we have a lot of kids especially in the summertime riding bikes and they are not as careful as I am and including adults. Thank you.

Don Roberts: Thank you M'am. Jason.

Jason Dell: The question was asked where our entrance is in relation to the shared driveway, Its actually right across the street, the shared driveway is at the apex of the hill and as is our entrance, Creighton Manning the traffic engineer on the project took a look at the available site distance out there and identified the optimum site distance for the entrance road is immediately across from the existing entrance so it is 90 degrees from one another. The other topic of the speeding on the road, unfortunately we can't control any of that no with any design items on the project that's an enforcement issue, we are looking to make it a pedestrian friendly kind of community in order to move folks from this development down to what will hopefully be a large and successful commercial development down in the Lawrence Circle area, so the applicant as part of the public benefit is going to extend the sidewalk

2/25/19

which will give folks , children mothers pushing carriages will have the opportunity to walk on the sidewalk all the way from this end of the site down to Lawrence circle and the intersection of Old 146.

Bernice Weber: is that sidewalk going to go from the end of Cemetery road, are you extending the sidewalk over to Lawrence Circle?

Jason Dell: We're extending it all of the way from the north end of our project site all the way down to Old 146

Bernice Weber: But that doesn't go to Lawrence how are they going to get from the end of Cemetery road over to Lawrence Circle?

Jason Dell: There will be a new road constructed, internally that is going to tie into Cemetery road, with sidewalks that plan is available here at the Board here we presented that at the past.

Don Roberts: You will have to use the microphone again, Sir use the microphone please, come up and use the microphone please, and these are recorded its hard hear if you don't use the microphone.

Marcel Nadeau: Jason could you point out their residence where it is on the map where is your residence?

Jason Dell: Where about is your residence Sir?

Paul Weber: Right there on the very left, the very left corner near Cemetery road, again I had an agreement with Bordeaux Builders that if I got a PDD approved he would purchase it, I didn't have any intention of somebody piggybacking off it to add acreage to make it density of number houses which is unbelievable. It's uncharacteristic for Cemetery road, that's all I didn't plan on having somebody piggyback off of something that I had to pay quite a lot of money for.

Tom Koval: Sir did you subdivide, did you sell all of this property where they are looking to do this and Bordeaux or just Bordeaux's?

Paul Weber: I had the property that Bordeaux built on approved, I had a PDD approved I paid for the engineering and we had an agreement that if I got it he would purchase it, I didn't have any agreement or plans on somebody else piggybacking

Don Roberts: So this was never your property?

Paul Weber: Pardon?

Don Roberts: So this parcel was never your property?

Paul Weber: No

Tom Koval: You sold your property for a PDD and now you're upset that somebody else is attaching to it.

Paul Weber: I didn't pay to create a PDD to create acreage for somebody else to build a density that is three times what they

2/25/19

Tom Koval: Im just trying to understand I wasn't here when the Inglewood PDD was approved so I am just trying to grasp what the whole issue is so you did the PDD for Inglewood and now were

Paul Weber: Im not a professional builder this is like a onetime shot to increase some

Tom Koval: To make some money on your property, ok

Mike Ziobrowski: So this 7.86 acres that we are talking about you never even owned?

Paul Weber: No

Tom Koval: You're unhappy with the density, you're unhappy that somebody else is doing

Paul Weber: The density of the number of houses is outrageous, I mean they could do well with 14 or 16 houses Im not a professional engineering firm but you've got the 20,000 sq. ft. that the zoning requires or something like that but when somebody is spending millions of dollars making a strip mall to fool around with this petty cash stuff is ridiculous it would make a fair piece of change on 14 or 16 houses build bigger houses charge more that's all, thank you.

Don Roberts: Thank you sir, yes you would like to speak?

John Kenyon: Hi my name is John Kenyon Im in Inglewood right now, we are trying to figure out where this is from where we are, when you say north, which is the Inglewood driveway? Well you are all over the place is it that line right there, so those are going to be behind us, are they going to go right up to like the trees where we are , how close are they going to come to Inglewood? Do you know what I am saying I probably have 50 ft

Don Roberts: Is it going to be higher than Inglewood?

Jason Dell: Yes it will.

John Kenyon: I was just trying to figure out where it was, I know where it is now.

Don Roberts: Do you have anything else to say?

John Kenyon: No that's is.

Don Roberts: Thank you, yes Mam

Lori Monel: Hi my name is Lori Monel and I live at 28 Cemetery road I am on that private road that Mr. Weber was referring to and Mrs. Weber I take my life in my own hands every single time I pull out of my driveway. 42 New homes is ridiculous you mentioned you can't control the speed, but maybe the Town can control the number of houses, you cannot put 42 more houses on that road, we have three apartment complexes a big 500 family mobile home park that's been there for years, we have Vosburgh at the end of Cemetery road, you have two housing developments at the end of cemetery road. Everybody has two plus cars. You cannot put 42 more homes and I do not want the entrance across from my private road, that's ridiculous please consider making lower numbers, I don't care 10, 14 houses , 42 Is way , way too much for the Town of Halfmoon on Cemetery road. Thank you.

Don Roberts: thank you. Anyone else like to speak? Yes M'am

Sharon Osbourne: My name is Sharon Osbourne and I'm at 10 Inglewood drive and I just want to know , I know the back of my property goes up into the woods I don't know how far the deed, but are you going to put some kind of divider along there ?

Jason Dell: I'm sorry?

Sharon Osbourne: I'm at 10 Inglewood it goes up my property goes up and into the woods which is where they are going to be up on the hill are you going to put like some kind of divider like he said like a burm or whatever to divide up the properties?

Jason Dell: We will certainly work with the Town, the Planning Board, with the reviewing engineers, to provide some sort of appropriate screening there.

Sharon Osbourne: To just separate the two divisions.

Don Roberts; Ok thank you, anyone else? Rich you have a letter from Mr. Scott Ronda on behalf of Mr. And Mrs. Weber we are going to put that in the record right, at this time we are going to close the informational meeting , comments from the Board?

Marcel Nadeau: Jason question on the sidewalk, I was under the impression that the applicant stated he would extend that up to the mobile home park not just from your entrance down because I had the same concerns that people had with the traffic on that road as well as the people walking, it's a very poor road and I thought that Scott had mentioned that he could extend it to the entrance to the mobile home park?

Jason Dell: We did have a meeting and talk about sidewalks about the project in general and this is pretty much where we had agreed to extend the sidewalk to as you go further on Cemetery it goes down there is a retaining wall down at the bottom of the hill there so the logistics of extending that sidewalk any further became arduous we talked with Town staff and Kevin about where to end that sidewalk and that's where we show it now.

Tom Koval: Is that on a flat piece where that ends, where you have good site distance both ways because if you end the sidewalk and you have people crossing on an incline that's going to create more of a danger than anything.

Marcel Nadeau: The applicant stated he would extend that up to the mobile home park not just from your entrance down because I had the same concerns the people have about the traffic on that road as well as the people walking, it's a very poor road, and I thought Scott had mentioned that he could extend it to the entrance of the mobile home park?

Jason Dell: We did have a meeting to talk about sidewalks, about the project in general and this is pretty much where we had agreed to extend the sidewalk to as you go further on cemetery it goes down, there is a retaining wall down at the bottom of the hill there so the logistics of extending that sidewalk any further became arduous we had agreed and talked with Town Staff and Kevin on where to end that sidewalk and that's where we show it now.

Tom Koval: is that on a flat piece where that ends where you have good site distance both, because if you had the sidewalk and you have people crossing on an incline that's going to create more of a danger to them than anything.

2/25/19

Jason Dell: Right now at the top of the hill is where the entrance roads coming in and then it starts to go back down so that's actually on the other side of the crest of the hill coming back down Cemetery.

Tom Koval: So the sidewalk just ends on a road to nowhere right?

Jason Dell: That's correct

Tom Koval: Well obviously its way too preliminary to create concrete suggestions but I would say a pedestrian crossing sign with some flashing ambers which we have done for Newmeadow and Sitterly that type of thing just to make people aware that we're forcing them to go across the road.

Jason Dell: As part of the discussion and what's on the plan is that the design of that sidewalk the exact location all of the minutia of the sidewalk will be discussed as we walk, we are going to walk the whole route weather's permitting to identify with Joe exactly what you folks are going to want to see and where on that sidewalk and Scott has agreed to do whatever you folks are looking to do

Tom Koval: I definitely want some high visibility crossing signs not just a sign once again something that is going to hit you in the face and let you know that there are pedestrians there , so something to keep in mind as we get to that point that is what im going to be looking for.

Jason Dell: Understood.

Marcel Nadeau: That's a Town road not a County Road correct?

Jason Dell: Correct.

Marcel Nadeau: Jason what is the speed limit on that road?

Jason Dell : I believe its 40, we did have the traffic analysis that we had submitted and it does show 85% travel speed on Cemetery is approximately 40 MPH in the northbound direction and 50 MPH in the southbound direction, so that's what's being measured out there. D

Rich Berkowitz: 50?

Jason Dell: 50

Marcel Nadeau: I know we have issues with county trying to reduce speed limits?

Lynn Murphy: The Town roads, the speed limit on the Town roads is still controlled by the County so we can't, we can make an application often and Highway Department with the approval and obviously gave the funds to the Highway Department for those mobile speed signs that your saying, we've been putting them up in an effort to reduce the speed because if people were compliant with the speed typically it isn't as much of a problem , it's the people that are not compliant that comprise the problem, and we've also entered into a contract with the Sheriff so that we can ask them to monitor different areas but as you know the Town doesn't have a police force so we are not able to patrol and issue people tickets for speeding.

Rich Berkowitz: Now I know this is a PDD and we've approved up to 10 lots per acre, I don't think we have done 10 lots per acre in any other area and I know this isn't 10 lots per acre but this area is just way too dense for , I figured it out about 5.3 lots per acre .

Jason Dell: This project on itself is a little over 5 doors per acre .Combined it's about 4 per acre.

Rich Berkowitz: well im not combining im just taking this on its own because Inglewood was there before this project was even considered so me personally Im seeing it as a little over 5 doors per acre

Jason Dell: That's correct.

Rich Berkowitz: For me that's just a little bit too dense considering the traffic, automobile and pedestrian.

Tom Koval: The Board approved the three whatever for Inglewood I don't know why in good conscience we would go a five here and then call it four because you are averaging it out, I think we should carry through that density at best at three and see what that looks like.

Rich Berkowitz: I think every lot is unique and it should stand on its own.

Jason Dell: Understood

Tom Koval: It is a busy road it is a shoulder-less road in a lot of spots it's brutal, as far as the entrance being across from your driveway without seeing it at this point that sounds like that's the flattest spot on the road so maybe that's why

Sharon Osbourne: It may be flat but there is a blind hill there and you cannot see when you're pulling out.

Tom Koval: Jason you know we are reducing if we are talking about reducing the density a good spot to do it would be those first two houses on the southern side I believe and move that roadway south to get it away from, you're saying it drops, I'm sorry I not familiar with that exact section so when you're heading north it drops down, so that road got moved south and you lost a couple lots there.

Jason Dell: The road right now is in a spot that is optimal for site distance it's at the crest of the hill.

John Higgins: What is the site distance at that point?

Tom Koval: The crest of hill heading north is there a knob for both ways?

Jason Dell: It goes up and down the crest of the hill, so it's in both directions it's just bad it's bad

Marcel Nadeau: Mr. Chairman I suggest that the Board at some point take a look at this area and Jason if you could flag where the entrance is going to be I think it would be really helpful for the Board to look at that

Jason Dell: Sure it is right across the street from the shared driveway

Marcel Nadeau: Ok, but everybody doesn't know where that's at so

Don Roberts: Well before we get to that any other comments?

John Higgins: Yea I've got a couple, go ahead Marcel:

Marcel Nadeau: On the buffering what is the buffering and the gentleman mentioned a 100ft setback so give me a synopsis on the buffering.

Jason Dell: Right now we're showing basically just open area on the backs of these homes up to the property line, on the Inglewood their back yards are cleared right to the back property line or at least it appears as though in the aerial we have not proposed any set buffer or any set greenspace I guess that's open for negotiation or discussion with the Board with TDE on that.

Tom Koval: what is it now is it cleared?

Jason Dell: It's a little bit of both the existing homes have all been raised in the front and it's also wooded area

Don Roberts: About what's the distance around between the two developments?

Jason Dell: You can see right here you're probably looking from the back of this to the property line of about a hundred feet.

John Higgins: The other one is less than that

Jason Dell: This one over here?

John Higgins: Yes

Jason Dell: Yes this one I would say is probably about 40 to 50 feet

Marcel Nadeau: I would be concerned with the residents getting buffering in that area to protect them I would like to see that on the plan

John Higgins: I think if you are looking at knocking it down as tom suggested and Rich to three you know you're looking at like 14 houses you can definitely do a lot more with the site to you know work out giving a little more area to some of the neighbors, also what's in the present configuration, what's the greenspace?

Jason Dell: I don't have the greenspace to present to you I will have that for you next meeting.

John Higgins: Ok and you know I agree with the other members its way too dense its ridiculous I don't care , you know you keep talking about adding it to the other PDD that's a matter of semantics as far as im concerned , this has to stand by itself in my opinion , we should be looking at three per acre not 5 , also how come your talking about senior citizens and working on smaller lots and everything else how can you end the sidewalk four houses in and all the way around the rest , how come those people don't rate sidewalks, I mean you're trying to cater to senior citizens giving them a place to walk , well they've got to walk in the road.

Jason Dell: We've got a sidewalk all the way around the middle

2/25/19

John Higgins: In the middle yea they still have to cross the road how about the people on the outside, how about the people up in the cull de sac, they have to walk on the roads to get to the sidewalks, I mean you're trying to cater to senior citizens it should have sidewalks all the way around, both sides.

Tom Koval: Jason I'm looking at this piece of property on google earth and it's a heavily treed piece of property and in terms of buffering, some consideration should be given to leaving a lot of the existing trees.

John Higgins: Especially on the southern side

Tom Koval: It's definitely a heavily treed piece of property.

Don Roberts: So Jason I think you heard we all think that it's too dense. We need to make a recommendation back to the Town Board on this.

Lynn Murphy: You can make a recommendation to the Town Board, you can ask the applicant to consider some of the comments that have been made or you can do a site visit to see if that changes anything.

Don Roberts: I don't think a site visit is going to change our feeling on density

Marcel Nadeau: It won't change it but looking on the map sometimes it looks deceiving it looks like it will work really easy but you need to take a ride on that road, the road is just disastrous.

Don Roberts: You're worried about the safety not the density as far as, I mean you're worried about density but a site visit would be more for safety not for density.

Marcel Nadeau: Oh yea definitely, well density issue too but it's more of a safety factor.

John Higgins: Do you want to go back and talk to Scott and see about addressing the density concerns before we do anything?

Jason Dell: I do know this is a project that he would like to do, this is a project that there is quite a bit of demand for, the density is tied directly to the ability to put in that sidewalk for 2,000 feet, its tied to the public benefit that's offered for the project so you know with that being said you know it probably wouldn't be bad to talk to Scott about it ahead of time.

Mike Ziobrowski: This may not be the right location that's all.

Don Roberts: We will wait until you can talk to Scott and get back to us alright.

Tom Koval: Now you know our concerns you know what we are looking for in the meantime before it comes by me again or us again im going to do an impromptu site visit

Marcel Nadeau: And you'll flag that driveway right, the entrance?

Don Roberts: Yea you'll flag the area ok good thank you very much.

Jason Dell: Thank you.

2/25/19

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February 22, 2019

Town of Halfmoon Planning Board
Attn: Richard M. Harris, Coordinator
2 Halfmoon Town Plaza
Halfmoon, NY 12065

Re: Woodloch Residential (Inglewood PDD Amendment), Cemetery Road

Dear Planning Board:

Please be advised that we have been retained by Paul and Bernice Weber to assist them in responding to the proposed PDD amendment referenced above. Paul and Bernice live at 19 Cemetery Road, which is located directly between the Inglewood PDD and the proposed Woodloch subdivision.

Initially, our clients opposition to this project is based upon the proposition that the Woodloch subdivision is an amendment to the Inglewood PDD. **IT IS NOT.** Mr. Weber was the original developer of the Inglewood PDD, which was approved in 2012, and was fully built out by Bordeau Builders. As indicated in the Town's own notice, this project is separate from the Inglewood PDD in all aspects. It has no direct road, driveway, or other physical connection to the Inglewood PDD. It will have a separate HOA than the Inglewood PDD, and there is no common owners, developers or builders. Being an adjacent property is not a sufficient reason to amend an existing, fully completed PDD, absent some rational basis to do so.

The claim that this is an amendment to the Inglewood PDD is simply a disingenuous way to seek to add acreage to the proposal so that the density appears lower than it actually is.

Secondly, our clients object to this proposed project based upon the density. As you are aware, the current zoning for these parcels of land requires a minimum of 20,000 square feet per residential unit. Nearly a half acre per home. This applicant proposes lot sizes of 4,000 square feet, or 20% of the amount required. In addition, the applicant

2/25/19

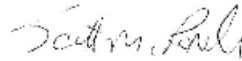
proposes to reduce the front and side yard setbacks by more than 50%, the rear yard setback by 30%.

The resulting density is in stark contrast to the Town's Comprehensive Plan, current zoning regulations and the overall character of Cemetery Road.

Accordingly, our clients strenuously oppose this project as it is currently constituted.

Thank you for your courtesies and attention to this matter.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Scott M. Ronda".

Scott M. Ronda

cc: Paul and Bernice Weber

**Woodloch Residential (Inglewood PDD Amendment), - PDD Amendment Recommendation
TABLED. Board held a Public Informational Meeting and tabled the application for an amendment to the
existing Inglewood PDD to add a 7.86 acres and construct 42 new single-family homes.**

New Business:

19.020 Metabolic, 3 Liebich lane – Sign

Donald Roberts: We're gonna get back to the at the end. Is that you ma'am? Ok.

Bridgette Shoemaker: You're probably used to seeing Tom

Donald Roberts: Pardon.

Bridgette Shoemaker: So are you used to seeing Tom?

Donald Roberts: Yeah, that's ok. That's fine. Don't worry.

Bridgette Shoemaker: My name's Bridgette Shoemaker. I work for AJ Signs and we've put together the drawing that you see here for Metabolic. They used to be Metabolic Meltdown they have since rebranded and just established their first fitness studio here in Halfmoon. The sign that's proposed, this is the same building that has Architectural Glass & Metal in it if anyone is familiar with the building so this sign's slightly smaller than Architectural but the sign proposed is 73.9 sq. ft. and it'll include a set of internally lit channel letters that read Metabolic as you see here, during the daytime they'll be black, at night they will illuminate white. The logo box for your workout during the evening, you'll just see the green Your Workout letters and the M logo at the top is 4 ft. x 4 ft. and that will also illuminate green at night.

Donald Roberts: That's it? Ok, it meets all the requirements.

Richard Berkowicz: Make a motion.

Tom Koval: I'll make a motion to approve.

Richard Berkowicz: I'll second.

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

Bridgette Shoemaker: Thank you.

Donald Roberts: And you did just as good as Tom does, see.

Bridgette Shoemaker: Huh.

Donald Roberts: You did just as well as Tom would do, see.

Bridgette Shoemaker: Oh, ok thanks.

2/25/19

Bridgette Shoemaker: I know...usually I don't do anything north of Clifton Park. Because I live pretty far south of here.

Donald Roberts: Ok, thank you.

Bridgette Shoemaker: You're welcome. Thank you.

Donald Roberts: Next item under New Business.

Metabolic, – Sign APPROVED. Board approved a new wall-mounted sign for Metabolic at 3 Liebich Lane.

19.022 413 Rt. 146 Office Building, 413 Rt. 146 – Site Plan (RENEWAL)

Jason Dell: Hello, Jason Dell Engineer with Lansing Engineering. Here on behalf of the applicant for the 413 Rt. 146 Office Building. This project was before the Board about a year ago where the Board approved the project for the development of a 15,000 sq. ft. office building. At this point in time the site plan approval will expire at the end of this month so we are back before the Board this evening to request a re-approval of the site plan. Nothing has changed on the plans with the exception of the need for the emergency access road in the back for 421 Flex. As you folks are aware with the 421 Flex Park, Scott did purchase the properties over, on Parkford Drive that allow 421 Flex Park to have a second point of access so they will no longer need to construct the secondary access point down and through their parking lot, but everything else on the site plan remains identical.

Donald Roberts: Thank you Jason, questions by the Board?

Richard Berkowicz: I make a motion to....

John Higgins: Hold on a second. There's a for sale sign out there, is that for this site or for sites in the other park? It's on this property, that why I was just curious.

Jason Dell: I gotta imagine then it's for property within 421 Flex as opposed to this one, this I don't believe is for sale

John Higgins: Ok, because this

Jason Dell: It could be.

John Higgins: Well, no but I...when we talked about this we talked, if you remember, I was concerned about the parking and it was addressed because the parking could be shared between the two buildings, if this building's gonna be sold to another person, how you gonna do cross parking?

John Higgins: Again, I'm just...

Jason Dell: This note right here is the cross lot easement.

John Higgins: So, there would be an easement addressed.

Jason Dell: Yes.

John Higgins: Because that was always my main concern was parking, but that's my only questions. Thank you.

Richard Berkowicz: I'm gonna make a motion to renew the approval of this site.

Marcel Nadeau: I'll second it.

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

413 Rt. 146 Office Building, - Site Plan (RENEWAL) APPROVED. Board renewed a previously-approved site plan for a 15,000 SF professional office building.

19.021 Tabor Road Transfer Station, 12 Tabor Road (Tabor Road Terminal Flex Park/County Waste PDD) – Site Plan

Jason Dell: Hello, Jason Dell, Engineer with Lansing Engineering. I'm here on behalf of the applicant for the Tabor Road Transfer Station. The project site encompasses a little over 7 acres and is located at 12 Tabor Road, the project site is currently zoned as part of the County Waste PDD and there's actually two parcels out there. Both of which are now vacant and for the project the applicant is proposing to construct and operate a transfer station on the property, the site structures will consist of an approximate 26,000 sq. ft. building in the rear of the site and a little over 8,000 sq. ft. office building in the front with a maintenance component of it for trucks. So, waste acceptance rates at the site will about 500 tons a day of municipal waste as well as 100 tons per day of recyclables. Operations are proposed for 7 days a week which equals out to a total proposed annual acceptance of about 219,000 tons per year and all waste handling out there is proposed to be internal within the 26,000 sq. ft. building. There will be onsite parking that's in accordance with what the applicant knows they need for a facility of this size. There's nothing really in the Town of Halfmoon Code that calls out the required parking for a transfer station, however, you can see out there that there's more than ample room to stripe additional areas if additional parking was ever needed on the site. The site has been configured to allow for tractor trailer access as well as smaller trucks. You can see the access points are similar to where the site plan showed in previously for the Flex Park trucks will come in, access the scale and then be able to access the internal areas of the transfer station building. The green space on this particular site plan that's proposed is about 43 or 45.3% and as part of this project, one of the more significant items that will need to be obtained will be to work through the New York State DEC for the 360 permit through DEC so the site plan review process for this project through the Town is one part of it, however, there will be a substantial DEC SEQR review for the project where, it's my understanding, the DEC will be the lead agent for that SEQR review. So, MSW and recyclables will be delivered to the facility in roll-off dumpsters and dump trucks, all waste materials will be delivered and processed within the enclosed facility building, materials will be transferred to enclosed trailers via compactors. Outbound trailers will be transported off site for final disposal once they are filled. Litter concerns around and about the property are alleviated by the requirement that all trucks coming into the facility are covered and all outbound loads will be within fully enclosed trailers. Traffic, we have done some additional traffic work from what was initially done for the Flex Park and the anticipated trip generation will actually be less for the transfer station than what was previously identified in the traffic study that was commissioned by the Town. So, water will be supplied to the project via the water main that the applicant has already run down Tabor Road as part of the public benefit for the PDD amendment. It's a 12" line that was run from the other side of Tabor all the way up to the opposite side of the first entrance so waterline is all the way up there now. Sewer will be connected into the municipal or the Saratoga County Sewer main that's

located within the creek channel roundabout in this area and storm water will be mitigated in accordance with all requirements. So, we're here tonight to introduce the project to the Board in the hopes of getting it referred to CHA to start the technical review of the storm water and the utilities, the grading, everything that'll also be included with what goes onto DEC for their review of the 360.

Donald Roberts: You said no outside storage.

Jason Dell: That's correct.

Donald Roberts: Thank you. Questions by the Board.

John Higgins: You're talking about tying onto the County Waste PDD that also had strict requirements as far as no garbage being kept on trucks, ya know, it was immediately removed from the site. What was the green space with the Flex Park?

Jason Dell: It was, this site plan is more intensive. If the Flex Park had about just shy of 52,000 sq. ft. space

John Higgins: Oh, ok.

Jason Dell: This one's around 34. So there's actually more green space on this plan than what was there before.

John Higgins: Oh, ok.

Jason Dell: I don't recall the exact number, but we're at 45% now.

John Higgins: And I know we expressed concerns of the tractor trailers crossing over at the railroad crossing. Regular tractor trailers have a tough time. When you're looking at the 4-axle garbage haulers, the MBI guys, they're gonna have the worst time trying to get over that, did anybody look at that?

Jason Dell: Back when we were looking at the Flex terminal projects I recall the Highway Superintendent indicating that the trucks have no problem now and that he doesn't anticipate their being any problem in the future.

John Higgins: Oh, ok. You might wanna have the MBI guys look at that because they have that Flex axle lay forward and that might create a problem.

Jason Dell: I believe the applicant also indicated back from the day that he himself took trucks across that and didn't have any problem.

John Higgins: Trucks, I agree. I'm talking about the 4-axle garbage haulers.

Jason Dell: Understood.

John Higgins: That haul out west. With that axle way forward, they may have a problem.

Jason Dell: Understood.

2/25/19

John Higgins: I'm sure Scott's probably already looked at it but.

Jason Dell: Yes.

Mike Ziobrowski: So Jason, nothing's gonna be dumped on the site, everything goes into the transfer station and gets dumped and recycled and sorted.

Jason Dell: Everything happens within the building interior, they'll be wash drains on the floor everything, the floors have to be washed down, all of that water then goes through an oil, water separator, grit chamber and all of that water inside this building as well as the maintenance building has to go to the sanitary sewer, so, all of that is contained inside, yes.

Mike Ziobrowski: Alright. Thank you.

John Higgins: Where'd you say the sanitary sewer was?

Jason Dell: The trunk main follows the creek. So it's actually the trunk mains actually located down in that same creek channel. So there's, its right about over here is where it crosses, so on either side of Tabor Road in about 40-50 ft. there's a manhole on either side there that will have to tie into it.

Richard Berkowicz: Jason, where's the closest residence?

Jason Dell: The closest residence is across the street.

Richard Berkowicz: How many houses are on that, are in that area?

Jason Dell: I believe there's two remaining over there or three.

Richard Berkowicz: And, it's directly across the street?

Jason Dell: Yes.

Richard Berkowicz: And if this goes, how do you plan to protect them?

Jason Dell: Obviously everything's internal within the building. We've got another office building in the front here that will block anything from visual coming will also, we're proposing a thick line of vegetation along Tabor Road.

Richard Berkowicz: Are you gonna Berm that or just vegetate it?

Jason Dell: Right now we are looking at the need to do some small storm water mitigation in the front part of it for this small little parking area here but then we can certainly look to do

Richard Berkowicz: because if I lived there, and that was by me, I wouldn't want to look at it at all.

Tom Koval: Or smell it.

2/25/19

Richard Berkowicz: Yeah, that was my next thing, how do you contain the odors coming out of that building?

Jason Dell: You also gotta remember, here's the existing County Waste here its 500 ft. away.

Richard Berkowicz: Yeah, I understand that but it's still added on top of that.

Jason Dell: Understood.

John Higgins: It's a lot closer.

Mike Ziobrowski: The one difference that when I looked at aerial views of the County Waste, they do dump on the site they don't contain it in a building so that's the difference?

Richard Berkowicz: Yeah, I know, I've been there.

Tom Koval: It's the construction

Richard Berkowicz: Well, people dump anything they want

Mike Ziobrowski: It's still, so that is a difference to me that's why I asked the question.

Tom Koval: So the people in these large buildings they dump

Richard Berkowicz: But if you go there and just wanna dump something, you can just dump it in the pile in there.

John Higgins: This gonna be 24/7?

Jason Dell: I don't know if it's 24/7. I do know that it operates 7 days a week.

John Higgins: Yeah, and the problem is with maintenance garage, where it is, that's even closer to the residents

Jason Dell: The doors into the maintenance facility are on the side

John Higgins: Yeah. I understand that but, ya know, if they're working on trucks at night in the summer, you're gonna hear it.

Jason Dell: Understood.

Donald Roberts: Ok. I guess we'll refer this to Saratoga County Planning Board, fire district and Clough Harbor. Joe, you heard some of the comments here you can build on that, right?

Richard Harris: I do just wanna add Don that in terms of the question about neighbors, the code does require us to send a site plan notification to, at a minimum the adjacent property owners. We usually don't do that for the first meeting, but usually upon a first revision coming back to the Board but not at the final meeting where there might be a vote, so we will be notifying by certified letter to the neighbors on this

2/25/19

application. That we have an application we're not required to have a public hearing or a public information meeting, but we do let people know that they could supply written comments by email or in writing.

Donald Roberts: Thank you.

John Higgins: Don are you going to look at expanded notice for this? Because you got a lot of neighbors right up

Richard Harris: Yeah, what I....I mean I don't think we....I don't think there's a prohibition against doing that so if you would like to I mean that give me an idea of how far you wanna go or I could work on that with Don and Paul. That's usually what we do for

Marcel Nadeau: I think once the word of mouth gets, they're gonna see, it'll go all the way up to Cary Road and Johnson Road.

Richard Harris: Ok.

Jason Dell: You know that the DEC does look at all of those concerns as well as far as not only odor but also noise. There is a noise study and we do have some of those documents that....

Donald Roberts: Like Lyn just said, they're doing a great job in Colonie by the way.

Marcel Nadeau: Jason, I think I like your previous project better than I like this one.

John Higgins: Does County Waste have enough excess capacity to handle, instead of having a whole another facility.

Richard Berkowicz: It's not the same company.

John Higgins: I know it's not the same company, but eventually it probably will be so we'll probably end up with two facilities.

Donald Roberts: Ok Jason. Thank you.

Jason Dell: Thank you.

Donald Roberts: Ok Jason. Thank you, and you're all done. Wow, that's good. Ok, last but not least under old business.

Tabor Road Transfer Station, (Tabor Road Truck Terminal Flex Park/County Waste PDD) – Site Plan TABLED. Board heard a presentation to construct a 26,000 SF transfer station building and associated 8,716 SF office building. The Board tabled the request and referred it to various agencies for review.

Don Roberts: This is not a public hearing you can ask him outside if you want but not in the meeting room here, no.

Donald Roberts: There is no public hearing but you can do written comments.

2/25/19

Jason Dell: Board make a recommendation for a public informational meeting.

Donald Roberts: We could do that.

Rich Berkowitz: I think we should.

Donald Roberts: Way too early.

Jason Dell: I agree. I was just letting

Donald Roberts: Are you an adjacent owner sir?

Resident: I live in Northern Sites Drive

Donald Roberts: So, ok, chances are....once you get your name and address

Richard Harris: We're familiar. We'll talk with Jason in the hallway but, if you are going to do a public information meeting, then I would want to, for that to act as the notification to neighbors I've never done both for a site plan we would be combined in one notice. So, I'll wait, we would wait to send out those notices until the date this Board sets that public information date, I just want make that clear.

Donald Roberts: The way it's sounding, we're probably gonna be doing that so.

Richard Harris: Yeah, right,

Jason Dell: If that is the flavor of the Board, is that something that could be scheduled sooner rather than later.

Donald Roberts: Well, we wanted Joe to look at this first before anything happens.

Richard Harris: Around a review with Joe, come back unless the Board feels it's at a level to hold a public info meeting.

Donald Roberts: Yeah, We definitely want Joe's input before we go before the public. Alright?

Resident: Inaudible

Richard Harris: Yeah, I'll talk to you outside.

Old Business:

19.009

Lowes Seasonal Outside Storage, 476 Route 146

Will Mixer: Thanks for having me back I'm beginning to be a regular, Will Mixer Specialty ASM at Lowes Halfmoon site 476 Route 146. We are bringing back an application for a seasonal use that I think we do pretty typically every year on the side of our building to house extra pallets of mulch, gravel, bagged goods, and topsoil. With a slight addition to our typical plan, and that is a small live goods corral. Not permanent, but as needed for some of the key selling seasons. So,

Donald Roberts: What would that entail?

Will Mixer: In the patron center, Eric, our store manager built a, kinda of a sample of what we do with a cinderblock and wood fence corral. Just about two cinder blocks tall with a few fence posts through them.

??:

Will Mixer: I think we've, I think it's common in retail we've seen some of our other stores in the market use them for one-day events for tractor demonstrations with John Deer, this would be not something that we would leave up to the season, but just to build during the spring, black-Friday, Memorial Day, Fourth of July, when we have an overflow of live plants and the condition of those plants sitting on the carts our watering teams just can get to them. We'd rather display them in a sellable fashion. This would be approximately three parking spaces long and two parking spaces wide. So about 30 x 30 box that we would take up and put down as needed for overflow all night.

Donald Roberts: And what would be the timeframe you wanna do this outside storage, what are the dates?

Will Mixer: So we would start this as soon as we have a good spring thaw, I believe right now weather pending we've been pushing back a lot of our trailers of, of stone and sand and mulch, but, those shipments should be arriving very soon to store on the outside of the building which is the bulk of our, right along the left side of the building facing 146. We would start to fill up that area immediately, typically, the way we do the corral itself would come really for the month of April, May, June and be done by about mid-July, really have no interest in keeping it longer than the selling season, and our live good plants we don't bring in much new, we're winding down by the mid to end of July.

Donald Roberts: So let's say you're gonna go March 1 till when.

Will Mixer: Till August 1 would give us a blanket. I would even wind it down a little faster than that but that covers it.

Donald Roberts: Give yourself enough time.

Paul Marlow: We usually do like March 1 'til September 30 for the entire season of display not just the corral.

Donald Roberts: For everything?

Paul Marlow: Yes, for everything.

Donald Roberts: That give you a lot more. So go March 1 through September 30.

Will Maker: For the larger display, thank you, we would look to have it through the end of September because we'll still be actively selling much and dirt. The small plant corral we would wrap up much sooner than that.

Donald Roberts: That's up to you, yeah. Just for convenience sake, March 1 – September 30.

Will Maker: I appreciate that. Thanks.

Donald Roberts: Any questions?

Mike Ziobrowski: Will has you're.....has Lowes looked into like anything that provides like true safety. I mean I would rather you not have two cinder blocks sitting on top of each other, versus like a garlock system, which is basically a true rail system. It's some, all's I can see is some 5-year old boy going up and just knocking that block off and it just landing on his sister's foot and crushing it, that thing looks like just dangerous to me. Two blocks sitting on top of each other. I'd rather you not have it there at all. Exactly. That's what I would expect. Ya know, but...

Will Maker: I'll be honest with you Mike, we haven't explored it because the cinder block and fence post is the way we do it indoors and it kinda matches what the rest of retail is doing.

Tom Koval: If you got a couple of rails through that cement block you could tie it together

Will Maker: It would be boxed on all four sides so it would have a little added structural support there rather than a standalone wall.

Tom Koval: We don't want to encourage you to make it too

Mike Ziobrowski: I'm not looking for that either, just

Tom Koval: Just something that can be thrown back on a shelf or it might become a more permanent structure

Richard Berkowicz: You can just put cones up also.

Will Maker: We would absolutely entertain any suggestions to make it a little safer. It's part of the big three for us. Clean and safe store.

Richard Berkowicz: and speaking of safety, can you just keep an eye on that stop area where that triangle is. It looks fine now.

Will Maker: I did walk that area with my FSA and we basically came up with a couple of options on how we could clean it up. And I know that the Board was alright with us blocking traffic temporarily to clean that intersection a bit. We think we have a product come springtime that will do it better without disruption traffic for more than a couple of hours. So, it's still on our radar.

Richard Berkowicz: Where you just paint something red

Will Maker: Exactly, but make it really like a jet black and give a good coat to the section. So, it hasn't escaped us, I promise.

Richard Berkowicz: Ok. Its fine now but I know in the future it's gonna wear.

Donald Roberts: Anyone else? Motion.

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

Marcel Nadeau: I'll second it.

2/25/19

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

Will Maker: I appreciate your time. Thank you.

Lowes Seasonal Outside Storage– Change of Use/Tenant (TEMPORARY) APPROVED. Board approved outdoor seasonal display for Lowes from March 1, 2019 - September 30, 2019.

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

John Higgins: I'll second it.

Donald Roberts: All in favor? (All were in favor) Opposed? (None were opposed) Motion Carried, Meeting Adjourned. Thank you. Good night.