

MINUTES MEETING
Town of Halfmoon Planning Board
November 23, 2020

Those present at the November 23, 2020 Planning Board meeting were:

Planning Board Members:

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

Planning Board Alternates:

Charlie Lucia
Brendan Nielsen

Coordinator- Building, Planning and Development:

Richard Harris

Senior Planner / Stormwater Management Technician:

Paul Marlow

Town Attorney:

Lyn Murphy

Deputy Town Attorney:

Cathy Drobny

Town Board Liaison:

John Wasielewski
Jeremy Connors

Town Engineer:

Joel Bianchi

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

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

Rich Berkowitz: I make a motion to approve the minutes

Mike Ziobrowski: Ill second

Don Roberts: All in favor? (all were in favor) Opposed? (none were opposed) Motion carried, all set, and Tom Koval and Marcel recuse themselves they weren't here, thank you.

Public Hearing(s)

20.116 McBride/Mechanicville – Stillwater Youth Soccer League Lot Line Adjustment, McBride Road-Minor Subdivision

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

Duane Rabideau: Duane Rabideau from VanGuilder and Associates here tonight representing the McBride Irrevocable Trust and Mechanicville –Stillwater Youth Soccer League. In their request to do a lot line adjustment between their parcels located at 12 McBride and 30 McBride Road. The proposal is to transfer the rear 5 and a half acres of the soccer parcel to the McBride Trust which is really the McBride farm, so basically the soccer league owns all of this parcel right here , the proposal is to sell the five and a half acre parcel back to the McBride farm. This is all undeveloped at this point in time they are going to farm it, it's a farm now and the soccer league is going to keep the developed portion right there. Basically this proposal there will be no new improvements and that is our request before the Board tonight.

Don Roberts: Thank you Duane, at this time we will open the public hearing would anyone here like to speak? (no comments) would anyone online like to speak? (no comments) Okay we will try one more time ,anyone online wish to speak? (no comments) Okay we will close the public hearing , comments by the Board?

Rich Berkowitz: I make a motion to have a negative declaration on SEQR

Mike Ziobrowski: Second

Don Roberts: All in favor? (all were in favor) Opposed? (none were opposed) Motion carried

Rich Berkowitz: I make a motion to approve the minor subdivision.

Mike Ziobrowski: Ill second

Don Roberts: All in favor? (all were in favor) Opposed? (none were opposed) Motion carried

Duane Rabideau: Thank you.

Don Roberts: Your welcome.

McBride/Mechanicville – Stillwater Youth Soccer League Lot Line Adjustment, McBride Rd – Minor Subdivision - APPROVED. Board held a Public Hearing and subsequently approved a lot-line adjustment at 12 McBride Road

20.135

King PDD Halfmoon Crossing Subdivision, 3/5 Halfmoon Crossing – Minor Subdivision

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

Todd Fischer: Good evening everybody , my name is Todd Fischer with equinox companies and we are here tonight to ask you to subdivide a 4.675 acre parcel into two parcels. Lot one would be 2.741 acres and lot two would be 1.934 acres the lot number one contains a specialty grocer that we are currently now working on and the subdivision is basically requested for financing purposes, any questions?

Don Roberts: Thank you Todd, at this time we will open the public hearing would anyone in the room wish to speak? (no comments) Would anyone online wish to speak? (no comments) Once again anyone online wish to speak? (no comments) Okay we will close the public hearing , comments by the Board members.

Tom Koval: Does this affect the proposed parking we had spoken about , does it reduce the numbers of spaces that you originally figured for the grocery?

Todd Fischer: No

Tom Koval: And your saying you're doing this simply for financing

Todd Fischer: Right

Tom Koval : Sell it to someone else afterwards and they will have to take care of the traffic

Don Roberts: Anyone else?

Rich Berkowitz: I make a motion to have a negative declaration on SEQR

Tom Koval: Second

Don Roberts: All in favor? (all were in favor) Opposed? (none were opposed) Motion carried

Rich Berkowitz: I make a motion to approve the minor subdivision.

Tom Koval: Ill second

Don Roberts: All in favor? (all were in favor) Opposed? (none were opposed) Motion carried.

Todd Fischer: Thank you.

Don Roberts: Your welcome , good luck

King PDD Halfmoon Crossing Subdivision– Minor Subdivision -APPROVED. Board held a Public Hearing and approved a two lot subdivision at 3/5 Halfmoon Crossing Blvd.

20.108

Mott Orchard Planned Development District, 165 Farm to Market Road – Major Subdivision.

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

Scott Price: Good evening my name is Scott Price Im with MJ Engineering Im here tonight for the Mott Orchard PDD Development. The proposal is to develop the property into 90 one residential lots , on the map that's up there , there's 26 single family detached homes which are the orange color , 30 single family attached homes or Town Homes which are the bluish purplish color and there's 35 single family detached carriage lots which are the red ones. There's one additional lot which is in light blue which is housing the pump station that will be turned over to the Saratoga County Sewer District, and then there is a total of 6 lots that will be conveyed to the homeowners association, those lots contain the open space , the stormwater management treatment system and wetlands etc. The proposal includes 50.6 acres of open space which equates to 53 percent of that area which exceeds the 20 percent required. Also it contains 25.9 acres of unconstrained land, which is approximately 52 percent being provided. There is an 8 foot wide asphalt paved multi use path located along three of the roads on the map it's in a green shade , basically it goes from northern end to the southern end and then in the middle so the green is the multi- use path. SEQR was completed as part of the PDD process which was done in the Winter of 2018. There are state and federal wetlands located on the property , the layout of the subdivision keeps all of the property lines outside of the state wetlands and the 100 ft. adjacent areas, so we're not impacting those at all. There is a small .03 acre isolated wetland that is being permanently impacted other than that the remainder of the Army Corps. Wetlands are not being impacted. For cultural resources Harken Archeological Associates have been working with the applicant on the cultural resource aspect of the property , they formed a Phase I , II cultural resource survey so far in that as a result of that study there is 3 sites that they identified 2 of them have been determined ineligible for listing on a state and national registers of historic places and not warranting additional work. There is one site identified as Locust I Eddie Baker Historic Site which is eligible for listing. The site cannot be avoided due to the site access requirements , the applicant is currently pursuing an agreement with the New York State Department of Environmental Conservation and the New York State Department of Parks and Rec, and Historic Preservation via letter resolution as a form of mitigation. The new roads will be built to Town standards and offered to the Town upon completion as part of this project there is a new 12 inch water main that will connect the existing water main down that Pruyn Hill road all the way across the front of this property and continuing to the west towards Prospect Meadows so we will inter-connect the two existing systems with the new one. The water services for the subdivision will then come off that new section of water main. The sanitary sewer will connect to the Saratoga County Sewer Districts system located up in Howland Park and again that's via pump station , that's toward the middle of our subdivision. For Landscaping we have worked with the owners of 7 Gorsline Drive and 9 Gorsline Drive which is where the connector comes out into Howland Park, we have a landscaping plan. So that's attentively agreed so once that gets put in will then work with them to make sure that they're the height and the vegetation that is put in there will work for them to shield that roadway and the lights coming off it, and that's about it.

Don Roberts: That's it , okay thank you.

Lyn Murphy: Before you open it to allow people to speak I just want to state for the record for those who aren't here and cant visually see the current Town Engineer has recused himself because his company was a part of this project prior to them becoming the Town Engineer. Our former Town Engineer who looked at this project from the get go is present in the room and has been responding and reviewing all of the plans.

Don Roberts: Thank you Lyn, at this time we will open the public hearing would anyone in the room wish to speak , please come up and say your name and address and any comment you have.

Danny Hoyt: Hello my name is Danny Hoyt , I live at 205 Farm to Market road. Just a question the back access road how far from the

Richard Harris: Right here?

Danny Hoyt: Yes where it loops through , I know that's going to be pretty close to our property I was seeing how far from the property line it would be ?

Scott Price: What property line?

Danny Hoyt: McBride's

Scott Price: Oh from right there ?

Danny Hoyt: Yea

Scott Price: We're connecting using existing paper street or right away so when we connect through our property to Gorsline we're limited to that so it comes up adjacent to that westerly property line there , so the actual pavement itself is probably 15 feet or so off of the line.

Danny Hoyt: And your allowed to do that with a Town road?

Scott Price: Yea

Danny Hoyt: Will we have access off that road onto our property?

Richard Harris: That would be for them to allow you access I think it's an HOA property your stating?

Danny Hoyt: Right, yea .

Scott Price: There is another paper street right there for future.

Danny Hoyt: Yea I understand that but what Im just saying is , if I wanted to put a house back there would I be able to access that road to our property?

Richard Harris: If they didn't accommodate this as part of the plan then you would have to approach the Highway Superintendent for a curb cut, once it gets turned over to the Town prior to that it would be up to them to make that connection as part of the development.

Scott Price: So the yellow areas that are right there are part of the stormwater that's basically where stormwater system is.

Danny Hoyt: So that red line is that the property line?

Scott Price: That's the property line.

Danny Hoyt: Okay

Richard Harris: Is it safe to say that at the time of dedication , this gets built right here , the road gets built and you're looking at pavement and the solid white there , from that dark line to that kind of dash line that's going to be Town right of way, right because this all will be about 60 ft. . so the Town right of way will come and touch your property line , not with pavement , so if it gets built, turn it over to the Town then you can approach the Town about getting a curb cut right there, I think what I said if its prior they are the owners or the HOA.

Danny Hoyt: I have to speak to the HOA?

Richard Harris: Correct

Danny Hoyt: But there will be part of Town right of way?

Richard Harris: It looks like it , it comes right up, because this is going to be probably grass, this thin spot here and this is part of the 60 foot right of way looks like.

Danny Hoyt: And the green is walking trail I assume?

Scott Price: Yes It's a multi-use path , so it's an asphalt paved 8 foot wide strip.

Danny Hoyt: Okay , alright.

Richard Harris: This is the only spot it touches , what would be the Town right of way , up here would be , you would have to work that out with the HOA , I think you brought that up during the PDD process here.

Danny Hoyt: But the road was kind of iffy what they were going to do , pave it or make it a fire access road or emergency road they said , it's a full Town road now, okay that's all I needed to know thank you.

Richard Harris: Yea it's a full road, yup sure.

Don Roberts: Scott since we are talking about paper streets here the paper street that is going to be connected to Howland Park is that going to be done at the beginning of the project or at the end?

Scott Price: Well I would imagine any construction access is going to be coming up off of Farm to Market Road, the connection to Howland Park you're not going to see that until their putting the force main in for the connection for the sanitary sewer and then when they put that road in so

Don Roberts: And all traffic will be going through Farm to Market road?

Scott Price: Yes

Don Roberts: Okay thank you, would anyone else like to speak please come up forward and say your name and address and any comment you may have, come on up sir, come on up.

Duane Hoyt: Duane Hoyt 201 Farm to Market road. It's like I understand that you talk to people in the development behind about landscaping concerns but I don't remember you ever talking to us about how you are going to address certain areas of the hedge row that are going to be landscaped for privacy.

Scott Price: Where are you?

Duane Hoyt: We are 2 we are on the property on this side, like the first several hundred feet on McBride, from the first several hundred feet from Farm to Market back the hedge row is pretty near and Im concerned about privacy.

Scott Price: Can we go one more slide forward on that ?

Richard Harris: I don't think I have one more slide, oh before it , gotcha, this one? No that's the other side of it , that one maybe?

Scott Price: So there is the ?? over on the left , again this is more towards the Gorsline side but there is additional landscaping there that acts as a buffer between the development and the houses that way

Duane Hoyt: That's not what Im concerned about

Scott Price: Okay the next slide.

Tom Koval: The west side of the project ??

Scott Price: There is a page that's missing, so what we've , there is existing vegetation along here, we're adding some more here , because a buffer would just share property, and then there is also some more along here that would separate Farm to Market road to the pump station and the storm water management area there , and then there is some more on this side as well , so are those the areas that you were worried about ?

Duane Hoyt: Yea I guess Im thinking about like our property line along here Im just concerned because my grandmother's house is right here in regards to like privacy on that side.

Scott Price: Yea , again it starts here and works towards Farm to Market road , do you think there needs to be more?

Duane Hoyt: I would say if there is potential for some burm it's pretty bare there should be some kind of burm or row of trees or something planted there and also is there going to be anything to deter people since the back road is butt right up against our families property is there going to be anything to deter people from trespassing any potential ?

Scott Price: There is not going to be any, for instance where the paper street that we are proposing goes to your property there is not going to be a sidewalk or an actual road it's just grass right there so we're not promoting people to go that direction there is no

Duane Hoyt: I mean I feel like it's inevitable because we get it all of the time in the development on the other side of us, and another concern I have on Farm to Market is both sides of that hill are kind of blind spots is there going to be any way to address like people going 65 miles per hour over that hill and people turning out and building up speed going towards Mechanicville or towards route 9?

Scott Price: Well we are not proposing any changes to Farm to Market road itself but the barns that are situated there , we are pursuing right now whether they get relocated or removed so that would help with site distances.

Duane Hoyt: I mean if there are going to be houses there it's not going to change the site trajectory any more than with the barns there.

Scott Price: Well those are further off the road

Duane Hoyt: Like how far set back are they?

Scott Price: So at least 30 feet, so like here are the lots here , this is all open space nothing's going here and you have all of this open space so the houses are set off the road.

Duane Hoyt: Alright okay thank you.

Don Roberts: Would anyone else like to speak? Yes M'am

Shelby Hoyt: Im Shelby Hoyt I live at 205 Farm to Market road, is the paper street that is connecting in there , does that have to be something that's Town rules that you have to have that , because we are never going to sell so what is the point of having that? Because it's an easement to get to us?

Richard Harris: There is no easement there.

Shelby Hoyt: Well the paper street though is for future developing correct? That's like the definition of a paper street?

Richard Harris: For future Town road but not for an easement, it would be

Shelby Hoyt: Well for like a development on our property

Richard Harris: It's a potential connection to your property if the day comes but if you don't ever sell its never going to get built.

Shelby Hoyt: So why does it have to be there then?

Richard Harris: It doesn't have to be

Shelby Hoyt: Because Im just thinking if it's an open space that I know you said there is grass or is it going to be a gravel road?

Scott Price: No there is not going to be any road

Shelby Hoyt: So it's just going to be grass, just like an open patch in between two properties?

Richard Harris: Its one less lot , one less house, basically.

Shelby Hoyt: Okay , I just didn't know if it had to be there because to me we already deal with open space as far as people think that they can just walk on it and keep walking so if that's just going to be there they are going to think that they can just keep walking onto our property as like a walking trail.

Richard Harris: Yea its generally done in many Towns by design engineers or at the insistence of a planning board or town to kind of plan ahead for the day that , that might come because if you put a house there , a connection to that property is likely forever lost so generally its good planning principal to make connections to other properties or provide accommodations for them, not necessarily build it you know it ends in a dead end, some towns do, do that , some towns do require the developer in this situation to pave right up to your property line , I worked in a town who did that , it became basically a basketball park for the neighborhood, you know because the project next to it was a cliff and it could never be connected , maybe one house but that was the town planning board pushing developers to do that , this came in like this as a potential connection generally its good planning that doesn't mean it will ever be built , there's a few of these throughout the Town so that's one of the reasons the Town doesn't require it to be paved , is because we know it may never happen so why put a dead end and lead people right up to your property with a car.

Shelby Hoyt: Okay I just wanted to make sure it wasn't going to be a gravel road or like a gate at the end of it or something like that where it's just grass.

Richard Harris: No there is nothing proposed like that

Shelby Hoyt: And if this goes through tonight and everything is there a projected start date of when you are going to ?

Scott Price: There is still more stuff to do.

Shelby Hoyt: Okay I didn't know if there was any kind of projected date as of right now, okay.

Richard Harris: Tonight's potentially for preliminary approval and then the applicant has to do a lot of analysis with some other agencies and some engineering review at the Town, I know you guys were a part of the early part which was PDD which was the zoning part, we are now in the subdivision part and I would best call the middle of it so there is times I don't see applicants back for final subdivision 6 to 8 months, maybe 3 months if it goes quick, not sure what level of, off the top of my head what archeological or if all other reviews have been done, so some applicants leave it until the Planning Board does a preliminary approval it's kind of like we're good with it so go talk to other agencies and then you see what the other agencies say, DEC or Army Corps or whoever, the Dept. of Health sometimes it ends up changing a lot or two location but rarely a change so the Board can't give it final approval tonight even if it wanted to.

Shelby Hoyt: Okay I just didn't know if there was any, that's it thanks.

Don Roberts: Would anyone else in the room like to speak? Come up please

Erin Gardener: Erin Gardener, 201 Farm to Market road. I was just curious, going in front of the Board now the traffic study that was done with this was done before the new development that started down from Farm to Market and the one that's going towards Mechanicville, all those homes are being added is there going to be a new traffic study being done with all of this extra traffic now being added to?

Richard Harris: I don't know what other developments you mean?

Erin Gardener: So there is one going towards Clifton Park on Farm to Market that's being developed now

Richard Harris: Pinebrook?

Erin Gardener: Yea and then there's one going towards Mechanicville also

Richard Harris: Usually a traffic study is all incorporated additional growth in this corridor, correct me if im wrong, I mean it was a couple of years ago but, so they look at a growth factor that I think accommodated projects and that one was already approved in a prior version its finally being built, it's called Cleary or Meadows of Halfmoon.

Erin Gardener: But did the traffic study for this one include these developments I guess what Im trying to say?

Richard Harris: Yes, two engineers who have worked for the Town have said yes it did include it so I trust them, sure

Erin Gardener: Thank you.

Richard Harris: I don't remember all of the studies, these guys do.

Don Roberts: Would anyone else wish to speak? (no comments) Would anyone online wish to speak? Would anyone online wish to speak on the Mott Orchard public hearing? (no comments) okay we will close the public hearing, any comments by the Board?

John Higgins: I know you talked to the adjoining property owners and the existing subdivision where the road goes out did you also talk to the home across that's going to be affected by the headlights of the cars going out?

Scott Price: Not that Im aware of I can check the people that were involved with the project before me to find out if they did, but not that Im aware of.

John Higgins: Well cause obviously

Rich Berkowitz:??

Tom Koval: No he is talking about the other end.

John Higgins: Where the future road goes into the existing

Richard Harris: Gorsline

John Higgins: Right, because obviously those people if there is I don't even know if there is a house there but if there is they would be affected by the headlights and they might need some kind of buffering.

Scott Price: We can reach out to them

John Higgins: Thank you.

Don Roberts: And you are also working for two other neighbors , the burm right?

Scott Price: Yes, right yes and those are the 7 &9 Gorsline dr.

Don Roberts: Where you are working with them as well, yea okay think you.

Scott Price: Yup , we already came up with a tentative design for them.

Don Roberts: Good , good thank you.

Marcel Nadeau: That's the south side of Farm to Market, that's the neighbor you talked with?

Scott Price: No along the same area that he is talking about along the eastern and western side of the new road.

Marcel Nadeau: Okay well I think I had asked that the buffering on the south part which is the portion across Farm to Market was to be some buffering there to protect the owner on that property.

Scott Price: There is right there.

Marcel Nadeau: Okay

Tom Werner: Question on the south drive the traffic study down in 2017 documents a problem with site distance and it recommends some vegetation and removed and also there is a white barn , what is the status of that?

Scott Price: That is part of the archeological study that Harken has been working on, so right now there working on an agreement with the state agencies to remove and or relocate , there is one barn that's considered that they want to relocate, and the other ones their going to remove so the applicant is still working on that.

Tom Werner: And the vegetation too would be cut back and whatever, okay thank you.

Don Roberts: Anyone else like to speak?

Mike Ziobrowski: Just one question, the public benefit the two thousand dollars per unit for the traffic improvements identified by the Town do you recall what those traffic improvements were ?

Richard Harris: They weren't specific traffic improvements they were the Towns, we have a general budget line where there have been pdd projects , contributions part of developments as part of the Towns just general use towards traffic improvements throughout Town, it wasn't earmarked for any intersection if that's what you're asking?

Mike Ziobrowski: Yea I didn't know if was a part of the contribution for the left turn lane or something like that so I just wanted to verify if it's just?

Richard Harris: What left turn lane?

Mike Ziobrowski: Down Farm to Market where it meets 9 so the question is , it's a general benefit ?

Richard Harris: Yes it is

Mike Ziobrowski: Okay thank you for the clarification.

Marcel Nadeau: Your building out the larger portion first or are they both at the same time ?

Scott Price: I believe everything is going to be pretty much the same time but it is gonna be done in phases, so we have a tentative phase outline in the plan set that was submitted , it would be on the soil erosion control plan so S5.1 and 5.2 so the south side of Farm to Market is identified here as Phase 10 so that would be towards the end.

Don Roberts: What's your pleasure here?

Rich Berkowitz: So if we vote on this it goes back to the Town Board?

Richard Harris: No, the Town already approved the PDD a couple of years ago , this is for subdivision, preliminary subdivision

Rich Berkowitz: But we will see it again though?

Richard Harris: That's correct.

Don Roberts: Just preliminary yes.

Rich Berkowitz: I make a motion to grant approval for a preliminary

Tom Werner: Ill second that

Don Roberts: All in favor? (all were in favor) Opposed? (none were opposed) Motion carried, thank you.

Richard Harris: It would be helpful before final to work out a couple of the questions the Board brought up and the applicants if there are any open items there.

Scott Price: Will do.

Richard Harris: Thanks

Don Roberts: Thank you.

***Mott Orchard Planned Development District – Major Subdivision
APPROVED. Board held a Public Hearing and granted Preliminary Subdivision Approval for the
proposed 91 lot subdivision.***

Old Business:

17.221 Bayberry Drive Subdivision- Major Subdivision

Jason Dell: Good evening my name is Jason Dell Im an engineer with Lansing Engineering here on behalf of the applicant for the Bayberry Drive Subdivision, we were last before this Board back in August for the project , this Board referred us back to CHA for engineering review for the project so we are back before you folks this evening to give you an update and with the ultimate goal being asking the Board for a public hearing to be scheduled. So the project is located along Bayberry Drive , the project site encompasses about 8.5 acres and is zoned as part of the R-1 zoning district , so for the project the applicant is proposing 5 single family lots . 4 of the lots range in size from about .47 acres to about 1.47 acres with the 5th lot being greater than 5 acres. Since we were before you folks last time the project has changed slightly in the fact that we have added 3 different properties into the mix for lot line adjustments to take care of encroachments onto the property , you can see them in this area this is 12 Casper Drive , 14 Casper Drive and then down here we ‘ve got 3 Martin Ct. so those lot lines are included in with the project to address encroachment, that those lots had onto the project property. So again since the last time we were here we have submitted preliminary engineering drawings to CHA for review we have received comments from them , we have addressed those comments with Joe and CHA and we’re back here this evening to request that this Board schedule a public hearing

Don Roberts: Thank you Jason, comments by the Board?

Rich Berkowitz: This is a pretty well treed lots but are you going to provide buffers for the people on Casper and Martin Ct.?

Jason Dell: There is around the outside you can see a twenty foot wide deeded buffer area.

Rich Berkowitz: So that is going to be a no cut zone also?

Jason Dell: Yes.

Rich Berkowitz: Okay

Don Roberts: Public Hearing if you want?

Marcel Nadeau: I make a motion to set a public hearing for December 14, 2020

Rich Berkowitz: I second

Don Roberts: All in favor? (all were in favor) Opposed? (none were opposed) Motion carried, see you December 14th.

Jason Dell: Thank you.

Bayberry Drive Subdivision – Major Subdivision

PUBLIC HEARING SET. Board set a Public Hearing for December 14, 2020 for a proposed 5 lot subdivision.

20.076 Hanks Hollow Subdivision, 73 Staniak Road – Major Subdivision (Cluster)

Don Roberts: Marcel is recusing himself, so Charlie Lucia will fill in

Richard Harris: Jason I just want to mention this was the old cover sheet of the prior version just so the Board sees lots on Staniak, I don't think the revised version gave me this cover, if it did I'm sorry, but this was just purely for the Board to see the kind of two split projects so it's not up to date

Jason Dell: Good evening my name is Jason Dell I'm an engineer with Lansing Engineering here on behalf of the applicant for the Hanks Hollow Subdivision. We were before the Board on this project not too long ago where we went back and forth a little bit over the lot number so we are back before you this evening and the goal for this meeting tonight would be to update the Board on where we are on that, as well as have the discussion and confirm the lot number that we're going to move forward with for our engineering purposes. So the project site is located at 73 Staniak road, the total parcel on the north side and south side of Staniak road encompasses about 141.6 acres with approximately 93. Acres on the north side of the road which is the specific area that we are discussing this evening. So the applicant is proposing 111 total lots 106 of them are on the north side of Staniak road with the remaining 5 on the south side and again we are discussing predominately the north side of the road and we developed this concept plan for the cluster plan based upon the regulations that are found within the Town Code and it actually spells it out in methods to do it. One is a calculation based where you look at the useable acreage, divide that by 20,000 sq. ft. and you come up with an allowable density for the project and property of 131 lots, there is also in the cluster regs it indicates to develop a conventional subdivision plan and that will yield the number of allowable lots for the cluster plan, so we also developed a conventional plan, and on that conventional plan the yield for that was 106 lots so for our cluster plan we decided to go with the more conservative of the two and we are proposing 106 lots instead of the 131 lots. We submitted those materials and we received comments back from MJ, we responded to those comments and one of which was to provide a detailed conservation plan which was the areas to be conserved, the quality open space versus the area that is developed. So we did resubmit that back and we have received comments from MJ Engineering back today, Joe correct me if I'm wrong but it seemed as though upon that letter that they do agree with our approach in the 106 lots being applicable for the project. So water will be supplied to the project by a connection to the municipal system, sanitary sewer will be extended into the project and connect into the Saratoga County sewer district truck line on the other side of the railroad track and stormwater will be managed in accordance with all requirements. We did submit an initial traffic analysis as part of the conceptual submission in that traffic analysis it did identify some areas that need to be improved so as we move forward with the preliminary engineering will be showing those improvements on the plan and I know traffic is going to be a concern of this Board so we actually have already been addressing that and looking at that taking into account the traffic engineers suggestions as far as what can be done at this point in time with engineering to improve the site distance so we are already working on that. At the last meeting there was quite a bit of discussion about the parking lot and the trails on this plan you'll see we do show a parking area now on the north side of the project with a connection down to the new County trail that's back here and we are also looking to provide secondary access over into Fairway Meadows via another path that is going to connect over and in the back side so we are working through that I did submit this plan and copied Rich on it to Jason Kemper up at

the County , that will all be coordinated with them as well for that trail connection. So we are here tonight to update you folks and have a discussion about the lot numbers.

Don Roberts: Thanks Jason, well first of all we are going to have to refer this to MJ to review okay also we are going to have to have the fire district review it, Saratoga County Planning Board , we are going to ask for an independent traffic study also alright, okay that being said comments by the Board?

John Higgins: Jason I am fairly familiar with the site and there is a lot of natural constraints on that north side, when you came up with the 106 on the conventional subdivision I assume you took into consideration all of the natural factors that are over there as far as trying to put a house on steep grades, I see the layout you have and looking at the conventional versus the proposed ,you know especially on the west side there are some fairly deep grades over there that really wouldn't accommodate a house site too well and you have you know lots 8 through 16 that are going to , I know you're not going to build there but as far as coming up with 106 sites some of those sites that you have there I kind of doubt whether you can even put a house in there. I assume the engineer looked at all that Don?

Don Roberts: Yes

John Higgins: Okay

Richard Harris: This shows topo , I mean its faint but

Don Roberts: Yea

Tom Koval: I believe you showed a total of 18 acres of constrained land , took out a conventional subdivision

Jason Dell: Yes 18.85

Tom Koval: So that would be that slope and if you are looking at their conventional subdivision map they show all of the houses tied to the road and the back yards where they slope that's where they are losing the 18 acres, I read the engineering letter earlier today

John Higgins: Yea I read it also, I just think that we are being a little optimistic on the numbers that's all Im saying.

Richard Harris: John are you saying that these along here you don't think could or would ever be built?

John Higgins: Yea if you walk the site like I said they're fairly steep grades right there and either you would have to do a lot of filling or as Tom said you'd have to put the house right up against the road and virtually no back yard because it just drops right off

Jason Dell: Joe made these lots along here they have the front yard at 50ft then the house and then they have at least 100 ft. in the back yard , what I did when I laid this out was if you take this front right of way line and you offset the 200 ft. so you would have the minimum lot size of 200 x 100 which gives you the 20,000 sq. ft. and the back of that lot will be at the top of that slope , so I didn't push forward to build on that slope at all we are way in on that slope and I believe Rich and Joe have looked at the plans they can verify that.

Don Roberts: Joe you have any thoughts on this?

Joe Romano: What Jay is saying is absolutely correct, that slope is very severe in the back ?? in the zoning district its way back it's in the rear set back we wouldn't be building it in any way, it didn't appear questionable at least ??

John Higgins: I just want to make sure we're being realistic as far as the buildable lots , because obviously the condensed version the number of lots dependent on what the conventional lot lay out would be.

Richard Harris: So Jason just to clarify so, what you proposed these lots like this , that's not accounting for any fill to get this , this is without fill?

Jason Dell: There's no engineering as far as road grades or grading on that its strictly the layout you could take 100 ft. or 200 feet back from that and draw the lot line straight across there you'd still have conventional lots but I extended those property lines to the back because somebody would have to own that in a conventional plan so it would just be part of that lot. So we did look at that those are real setbacks those are real property lines those are real lot areas , it seems quite a bit more condensed , John I believe just because of the scale of the plan

John Higgins: Well as I was saying you know we have to be realistic as far as the numbers that the property can realistically handle plus again as Tom mentioned earlier it's a rural road with a lot of constraints on it and we have to look at traffic and everything else and you know the whole process starts with the number of houses that are going to be on that property that's why Im asking about the conventional subdivision and then we can basically go from there. You know there are sever constraints on that road Im sure you have driven and you know exactly what Im talking about.

Jason Dell: That's why we had a traffic analysis done right off the bat to identify to us what to look at as we move forward with it too and improve the site lines on that road and not just for this project but for people traveling on that road we are going to be , I don't mean to shoot you in the eye here Rich , we're going to be coming straight across here with our grading and pulling quite a bit of that back about 50 to 75 ft. to clear that whole site line as you go down that hill.

John Higgins: But again it's you know the road itself potentially may need some realignment totally because of the curves involved and also as you mentioned the site distances.

Tom Koval: There was also a weight restriction on that road for quite a while is that still enforced or has that sign been removed?

Richard Harris: I don't know off hand on Staniak?

Tom Koval: There was a 3 or 4 ton weight limit on the bridge correct?

Jason Dell: On the bridge correct?

Tom Koval: I don't know I just remember driving on it several times in my bucket truck waiting to fall in to the hole

Tom Werner: Jason is there a difference in market or a different demographic that this would be marketed to between a cluster and a conventional I mean what ?

Jason Dell: Yes the applicants looking at 330 and up range so you know younger families , retirees you know somewhere like I believe you said 330 and up ?

Tom Werner: For the cluster?

Jason Dell: Yes

Tom Werner: Okay, because that would impact potentially the traffic too, I mean depending on the different types of a lot of young families use school busses maybe two workers per household versus retirees.

Jason Dell: Yes there was a detailed traffic breakdown in the analysis that we submitted that broke it down with trip ends.

Tom Werner : Okay do we have that traffic , Okay

Richard Harris: Do you want a copy of it?

Tom Werner: Yea I'd like to see it eventually

Tom Koval: What school district is this part of?

Jason Dell: Shenendehowa

Tom Koval: Shen , so most of the cars would be going down Staniak to Johnson road I would imagine , that's some tight corners for a school but ??

Don Roberts: Anyone else?

Mike Ziobrowski: So Jason for clarity, the option the OP-1 drawing is that being presented to us now because in the write up that's the one that calls for the 21 parking spaces and the Zim –Smith Trail correct?

Jason Dell: Yes that is different from the rendering in the fact that the rendering just has cover on it with that plan also shows on there is the open space the quality open space and the overall quantity of it , You can see about 56 percent of that side of the property, will remain vacant.

Mike Ziobrowski: Okay , alright thank you.

Don Roberts: Alright, okay so Joel you will review this, and then Rich we are going to send it to all of the other agencies right?

Richard Harris: I mean I guess not that there is a vote or anything but is the Board comfortable with the 106 number I guess that's the main thing Jason and us to know

Don Roberts: Yes I think that's a good number

Richard Harris: It may change a little but just for engineering and for other departments reviews it would be helpful if its

Don Roberts: That's the maximum number

Richard Harris: Correct

Rich Berkowitz: Is the maximum number 106 and then depending on engineering then it could also be less?

Don Roberts: Could be less but that's the maximum, okay so MJ will review it , the Saratoga County Planning , fire department and an independent traffic study.

Rich Berkowitz: So we are going to have a traffic study on top of their traffic study?

Jason Dell: I would if I could add to that to hold off on that a little bit I mentioned to Rich a little earlier today that at least let us get through the engineering to see the engineering that way whoever does the traffic study will actually be able to see the end result of what we are proposing , you know as far as the improvements because it wouldn't make a heck of a lot of sense for them to review , reanalyze what we already submitted to identify the same issues it would be nicer for them to, and I think more beneficial for everybody for them to look at what we are designing and say yea or nay we agree with that or we don't agree with that, we would just identify the problem that we just identified I don't think would be helpful.

Don Roberts: We can do that but we want to leave the option open that if we are unhappy with that if we are unhappy with that we are going to do our own so.

Richard Harris: Yea I mean I think given your knowledge of what the Board usually looks for and stuff along with the issues on Staniak road and the , ya know the potential of adding this traffic you would have done what a few people do which is kind of get a couple steps ahead to understand how big you can design your project and it's the chicken and the egg and if you don't look at traffic at all you know at the end of the day you'll end up cutting so many numbers of units or something so I think, we get his side and then the Board can decide is it of such a degree that you know do we want our own , scrap that it's ridiculous and I doubt it but you know for

Don Roberts: But at this point I want to leave our options open, you know .

Tom Koval: The railroad is going to look at this also because of the railroad tracks

Don Roberts: It's going to be referred to fire yes

Rich Berkowitz: Jason do you have a best guess of how many retirees , how many families with kids how many

Bruce Tanski: Hi Bruce Tanksi , so far I've got 8 people that would like to go to contract , 2 of them are state troopers and 3 of them are retired and then the other three are starting out.

Rich Berkowitz: I mean just based on past developments what's your feeling on

Bruce Tanski: You know it's just a mix of everybody you know, what Im trying to do is with the smaller homes is make it for older people so that they can live next to their kids like wit out living next door so that's what we are trying to do.

Don Roberts: Okay are we all set, okay it will be reviewed and we will get right back to you alright?

Jason Dell: Thank you.

Hanks Hollow Subdivision – Major Subdivision (Cluster)

***TABLED.** The Board received a presentation on a revised cluster subdivision plan, provided feedback on the maximum number of cluster lots and referred the proposed subdivision to the necessary agencies.*

20.144 **Al-Amin Asian Supermarket, 217 Guideboard Rd (Country Dollar Plaza) – Sign**

Donald Roberts: Oh, they're on line. Are ya on? Ok. Are ya on-line?

Carley Clark: Hi, yes.

Donald Roberts: Can your name please and what you're proposing.

Carley Clark: Sure. My name is Carley Clark and I work at AJ Signs and I'm representing my client Al-Amin, which is an Asian supermarket, and we have some pretty basic channel letters along with some encapsulations which are also lit with LED's and we're at 31.23 sq. ft.

Donald Roberts: And, just that one sign?

Carley Clark: Yep. That's it.

Donald Roberts: Ok. It meets the Town regulations. Comments by the Board?

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

Tom Koval: And, I'll second.

Don Roberts: All in favor? (all were in favor) Opposed? (none were opposed) Motion carried. You're all set.

Carley Clark: Thank you.

Donald Roberts: You're welcome.

*Al-Amin Asian Supermarket - (Country Dollar Plaza) – Sign
APPROVED. Board approved a new wall-mounted sign for the specialty Asian food grocer.*

20.146 Birchwood – Grooms Conex Container, 238 Grooms Rd – Change of Use/Tenant

Donald Roberts: I think you're on line too?

Ted Vasilokas: Yes. Can you hear me?

Donald Roberts: Yes. Your name please and what you're proposing.

Ted Vasilokas: My name is Ted Vasilokas I represent Birchwood Grooms Realty, we're just trying to, we just need approval for that shipping container that a storage container that obviously is already there. We just, I applied it under Birchwood Grooms because that's the owner of the property as I am one of the owners to the property, but also it, we're using it as just some extra storage from the, the diner across the street. Ya know, because with COVID we had to reduce our seating capacity and get rid of some of the furniture mostly just the heavy tables and chairs, so that's where I'm storing them right now for the, ya know, for the winter and then they'll be gone in like 2 or 3 months once I figure out what to do with them.

Donald Roberts: Ok, comments by the Board?

Tom Koval: Ted, why couldn't you just put the storage container in the parking lot of the diner if you've already reduced the number of people that are dining there, you also should've reduced the number of parking spots you need. Why did you put it over on the this parcel so far from the diner where you're actually storing things from?

Ted Vasilokas: Oh I just, I, as far as, ya know, we were getting into winter and stuff. I was just worried about, ya know, let's say snow removal and having it on, ya know, on the lawn or, ya know, big metal box in the parking lot. It wouldn't, ya know, I get you're, you're, ya know, you're comment with the parking, but I just, it was, ya know, it's a little bit more spacious obviously over there, so.

Tom Koval: So, you're proposing this be gone by April 1?

Ted Vasilokas: Yeah. I mean, I'm on a month-to-month rental right now with it, so, ya know, I talked to Richard, ya know, Rich Harris about it and he, ya know, and I told him 2 or three months and it'll be gone by, ya know, the end of the winter.

Tom Koval: And that's it. Just stuff for the diner in there, it's not snow removal equipment or anything of that nature in there?

Ted Vasilokas: No, no. It's just, it's just like table bases, metal table bases, ya know, we took the tables apart and then just some metal chairs and stuff.

Tom Koval: Ok.

Donald Roberts: Anyone else?

Tom Koval: I'll make a motion to approve the temporary storage container with the condition it's gone by April 1 of next year.

Richard Berkowitz: Second

Donald Roberts: Ok, Tom made a proposal. Rich Berkowicz second. Couldn't hear him because of the microphone, but anyway. Have a motion to second.

Don Roberts: All in favor? (all were in favor) Opposed? (none were opposed) Motion carried

Ted Vasilokas: Thank you.

Birchwood – Grooms Conex Container – Change of Use/Tenant

APPROVED. The Board approved the temporary storage container with the condition that it shall be removed no later than April 1, 2021.

20.143 Quality Lighting System, 3 Executive Park Drive – Change of Use/Tenant

Donald Roberts: Are you hear or on-line? Or neither? Nobody here? We can always come back later. I guess we gotta do that.

20.145 Green Mountain Electric Supply, Inc., 11B Solar Drive – Change of Use/Tenant

Josh Labor: Hello, Josh Labor from Green Mountain Electric Supply. We're requesting a Change of Use permit. We'd like to lease the property, our main business is selling electrical supplies. Think of Graybar, that's down the road from us, we're a competitor of them. Our main use for the building initially is just gonna be extra storage, we're gonna have our finance corporate office there. I'm gonna see if all of our company, my Comptroller just recently moved down

from Plattsburgh to Mechanicville. Our current locations are Albany or Plattsburgh, sorry, our Albany or Queensbury and not very convenient for us to be traveling, especially young kids. In the write-up a number of people, max is gonna be 15 but that's down the road initially there's gonna be 5, maybe 6 of us and again, mainly just storage, accounting functions clerical work.

Donald Roberts: No retail at this site?

Josh Labor: No.

Donald Roberts: No?

Josh Labor: No. We're not gonna have any retail, no.

Richard Berkowicz: How much traffic is this gonna generate?

John Labor: So, like our typical branches, ya know, may get like 50 pickup orders a day or something like that, but we're not gonna be using that at that function at this point. It's gonna be mainly excess storage, job specific storage like if we do a large project and the contractor can't store the material on site, we're gonna bring it to this location to store the material until they need it.

Richard Berkowicz: So, when you do consider changing this facility to a more wholesale/retail, you'll have to come back here for another approval.

John Labor: If, we decide to.

Richard Berkowicz: If you, right.

John Labor: Yeah.

Mike Ziobrowski: And all your materials would be inside the building?

John Labor: Yeah, so, there is outdoor storage that's already, like an outdoor storage section that's already setup. It's in yellow right there, you can see. We'd like to reserve the right to use that for, ya know, any large, ya know, conduit, pipes, something like that that we need to store outside that we can't get inside the building, but we don't have any immediate use.

John Labor: If we do, we would just use that section.

Mike Ziobrowski: Ok. Thank you.

Tom Koval: Are any contractors

Donald Roberts: And there's a fence there, right?

John Labor: Correct. Yeah.

Donald Roberts: Yeah, we like to see nothing above the fence if you store it.

John Labor: Correct. Yeah.

Tom Koval: Are any contractors gonna be picking up here or is it just a supply depot for you, a supply hub where your trucks are delivering to the sites and

John Labor: Yeah, they'll probably be some pickup there, a big part of our business is delivery, so, we deliver seemingly more than customers pick up, but I'm not gonna rule out that customers may come to pick material up there from time to time.

Richard Berkowicz: How many trucks do have coming in there for delivery?

John Labor: It's not gonna be a lot. Ya know, maybe 2-3 a day, plus UPS, FedEx.

Richard Berkowicz: Tractor trailers or just ??

John Labor: There could be some tractor trailers, our current fleet is, we have 1 tractor trailer in our fleet, the rest are all like 22' box trucks. So, mainly it's gonna be probably taking material from either our hub in Burlington, Vermont or from Albany, bringing it up here any excess inventory we have.

Richard Berkowicz: And where would the tractor trailers unload?

John Labor: Sorry, I don't have a pointer. So, there's a doc door right there and they would pull in, you can kind of see that outlet right

Richard Berkowicz: Ok, come around there with a semi, and back right out? There's enough room there to turn that tractor trailer coming back out?

Lyn Murphy: Yes, it's a loading dock area, yes

Tom Koval: I'll make a motion to approve the Change of Use/Change of Tenant with the condition that if you decide to start doing retail out of the space, you come back in front of us for a once again, another approval.

John Labor: Would that be a change of use approval?

Tom Koval: It would be a Change of Use. Because right now you're going from a supply hub. Once you start allowing the public in there on a large scale retail basis, I buy from the other facility so I know the contractors come

John Labor: So, we don't sell retail. I mean, can someone come in yea well someone like you yea

Tom Koval: Well, for some like I buy out of your Albany store, Queensbury, so if you start having that small showroom where us contractors are picking up, obviously it increases traffic significantly and we already have a pretty congested intersection down on 146 right there, so, we'd have to address that, it could be a problem.

John Labor: Ok.

Tom Koval: So, right now I'm making a motion to approve the Change of Tenant as used as a supply hub for your internal operations.

Mike Ziobrowski: I'll second.

Don Roberts: All in favor? (all were in favor) Opposed? (none were opposed) Motion carried, if you have a sign you'll have to come back for a sign in the future

Joh Labor: Ok.

John Labor: Thank you.

Donald Roberts: Thank you. Good luck.

Quality Lighting Systems – Change of Use/Tenant

APPROVED. Board approved the use of the vacant 3,400 SF space for an office related to their lighting and control business.

20.139 & 20.140 Precision Valve & Automation – Change of Use/Tenant & Site Plan

John LaForest: Good evening, I'm John LaForest with BBL Construction. The site plan you have in front of you is really just some minor changes to the existing 6 Corporate Drive. Precision Valve that a light manufacturing, light assembly of robotics and valves. They needed some loading dock space. That site, when originally designed by ABD Engineers and Surveyors have accommodated or always plan for loading docks on both the right-hand side and the left-hand sides, so we're kind of reverting back to what was originally intended for that site. The other modification would be a small addition off to the left-hand side, about 1,500 sq. ft. A little bit of modification for truck turning radius's from what's shown there. The lot across the street does/is part of a purchase so there is 300 parking spots with about 160 current employees.

Donald Roberts: And what do you do there? What do you do actually? What do you do inside? What will be going on?

John LaForest: Inside, they start right from assembling all sorts of robotic and precision valves for coatings and all adhesives in the, like, apple might buy their product to apply a film on a telephone or something.

Donald Roberts: Any questions by the Board?

Tom Werner: What's the estimated time when you would start this conversion and what will happen to the youth soccer leagues and that they currently play in there?

John LaForest: So that the building is under contract right now for sale, I think the closing date would be some time in December and the goal would be for the part of the provision for that is that the soccer program would stay active until, I believe, mid-February.

Tom Werner: Mid-February. Ok.

Mike Ziobrowski: You mentioned the additional parking across the street. So, how would employees access or would they just have to putting a crosswalk in or something for them to access the building? Where is that parking area?

John LaForest: Yup. So, you're pointing correctly at that location. The idea is we really don't need it. Again, it's part of, it was put in to handle overflow for the soccer club, it was part of the land purchase, we're just demonstrating that there's 260 parking spots on our site as it is. We may lose a few when we reconfigure the truck turning radius, but we only have 160 employees. Now, our goal is to grow and if we do we have that, but right now I don't see it as being of high use.

Mike Ziobrowski: Alright. Thank you.

John Higgins: Are your work hours with your employees staggered or do they all come and go at the same time?

John LaForest: Right now we're not working multiple shifts, I think we had just identified generally it's 6 to 6, and Monday through Friday, but the idea's maybe in an occasional Saturday or Sunday but that they're not really staggered. We're not working second shifts.

John Higgins: Because the access points out onto Route 9, if you have 100 cars trying to get out there at the same time, you're definitely gonna have a traffic problem. They had some traffic problems with the Sports Plex when they had special events and the cars backed up. You might wanna think about staggering your workforce a little bit just to allow them to get in and out because otherwise there's no traffic lights really that benefit you trying to get in and out.

Donald Roberts: Anyone else?

Richard Berkowicz: I make a motion to approve the Change of Use/Tenant & Sign

Marcel Nadeau: Ill second that

Donald Roberts: Okay I have a motion to second, all in favor? (all were in favor) Opposed? (none were opposed)
Motion carried, good luck

John LaForest: Thank you

***Precision Valve & Automation – Change of Use/Tenant & Site Plan
APPROVED. Board approved the Change of Use/Tenant and Site Plan applications to allow the
use of the existing 76,200 SF building and construct a 1,500 SF addition for purposes related to
developing and constructing automated dispensing solution systems.***

20.131 Shea Pointe PDD, 12 Dunsbach Road – PDD Recommendation

Donald Roberts: Good to see ya here.

Nick Costa: Good to be here. A little late, about two weeks late. Good evening, Nick Costa from Advanced Engineering and Survey and we're here tonight to present the Shea Pointe PDD. With me tonight is Matt Shea, who's the owner of the property. Also, Jared George and Joel and Jay Constantine who are the applicants are here with me also. This is a partial, that's located on Dunsbach Road. It's currently developed with a house and also, there's a tower back here and an access road to the tower that comes off of Dunsbach. The size of the property is about 40, almost 49 acres and the applicant is proposing to develop the site as shown with an access road to a cul-de-sac and then a side road to a cul-de-sac with a mix of 110 condominiums and apartments, which is 50/50% mix for, of those units. The site does have some constraints, there are wetlands, they're shown in blue on the site and there are also some slopes that are constraints, so we've done the analysis of what is developable and the 110 units are substantially less than what the allowable density would allow on the developable portions of the parcel. There is water along Dunsbach and that would be extended to provide municipal service to the new development. There's also a planned force main that's gonna be installed along Dunsbach and that is what is being planned to connect to that force main for providing the site with sanitary sewer service. The storm water will be directed to on-site storm water management areas. There is a small parking area right here with a gazebo that'll have the mailboxes for the residents to stop in and pick-up their mail. So, that's pretty much the on side development. There is, Rich, if you don't mind going over to the aerial, please.

Richard Harris: Yup.

Nick Costa: There is a proposal to extend water on Belleard Road which does not have municipal water service. So, the applicant is, as part of the public benefit, he is, or they are proposing to extend the water and hook up the 7, I think there's 7, 8 residents along there. We do have a budget for that cost of extending that water main in, based on prevailing wages. That would be about \$150,000. The length of the water main is 900'. The applicant also has met with the Fire Chief, Bonesteel and he has made some recommendations for the water system to have hydrants located as close as possible to the cul-de-sacs, both cul-de-sacs. He also requested that we use the Clifton Park firetruck to make sure that the fire truck can make the maneuvering around one of these curves and we do have room to do that if we need to open up that curve. The applicant also has sent notices to the residents within 200' of the development.

Richard Harris: That's not a Town requirement, you know that.

Nick Costa: That's correct.

Richard Harris: Ok.

Richard Harris: He just felt that

Richard Harris: No, that's good, some towns have it required.

Nick Costa: Yes.

Richard Harris: Clifton Park does 500, okay.

Nick Costa: He chose to do that on his own, that's correct.

Richard Harris: That's helpful.

Nick Costa: There's a scheduled site visit for, with the Corps of Engineers tomorrow to go and, for them to confirm that the delineated wetlands. I think that's pretty much the information that I can give you at this time. If there are any questions I'd be more than happy to try and answer them.

Donald Roberts: Questions by the Board?

Tom Koval: Were you, you said you're doing water up Belleard were you also gonna do sewer at the same time while the trenches are open or....

Nick Costa: No, the applicant is proposing just the water.

Tom Koval: Just the water?

Nick Costa: Extension, that correct.

Tom Koval: And, I mean, you're assuming that that sewer's going down road, but

Nick Costa: That's correct.

Tom Koval: That project's on a big stall right now so, it's also gonna stall your project.

Nick Costa: That is correct, the applicant is aware of that.

Tom Koval: And as far as construction traffic, we are already dealing with the other project as far as mapping out the condition of this road, I'm very familiar, I own some properties further up this road. That road's already rough so this much added construction's also gonna put a lot more construction traffic on the road and further damage it. So, we should take a look at that. There's no point in making one project further down the road bear the brunt of your construction as well.

Nick Costa: No, I think that the applicant is open to mitigating their portion of the impact of the construction and all that.

Tom Koval : So, yeah, we'll have to coordinate that with the Highway Superintendent.

Richard Harris: Yeah. Just so you know, Dunsbach's not part of what we catalogued for.

Tom Koval : You just take Canal

Richard Harris: It's the other Route, going out to Route 9 that we had the Engineers videotape and catalog the route condition before

Tom Koval: So, when all this sewer work gets done, how's Dunsbach Road getting repaired?

Richard Harris: The applicant for that project has to repair it, per the Town Highway Superintendent's ok, I guess.

Tom Koval: Ok.

Richard Harris: I thought you were referencing in the PDD for Halfmoon Village, there was a condition that the Town Board put in, probably and this Board probably commented on

Tom Koval: I thought Dunsbach was included in that mapping condition because Dunsbach's already in rough shape and in need of major repair so if we're adding both of these projects coming and going on Dunsbach Road, which is the likely road they will use, the Town's going to end up having to rebuild that road.

Richard Harris: The sewer line, yes but for the Halfmoon Village, the PDD restricts them to go the other way and not use Dunsbach. That doesn't mean we could control 100%.

Tom Koval: Right.

Richard Harris: But I actually did the drive with GPI, the Engineer on that project when they cataloged the other route.

Tom Koval: Right.

Richard Harris: Out to Route 9.

Tom Koval: So between the sewer and this project, that road's gonna need significant repair?

Richard Harris: Correct, I agree with that. Yeah. I wanna clarify that.

Tom Koval: It's just something to keep in mind that we're gonna be looking for, or I'm gonna be looking for when it comes time for further approvals.

Richard Harris: Yeah, that would be a good condition like we did on Halfmoon Village for this project for the Town Board to put possibly right into the PDD that it be cataloged and we don't review the videotaped and we have a before condition understand possible contribution, this project to deteriorating road.

Tom Koval: Ok.

Donald Roberts: Also, we're gonna refer this to MJ Engineering for review.

Nick Costa: Yes.

Donald Roberts: We're referring it to the Fire District, Saratoga County and Planning Board and we're gonna want an independent traffic study also, right?

Nick Costa: Yup.

Donald Roberts: Anyone else?

Tom Werner: Question. You have just one access road for 110 residential units.

Nick Costa: That's correct.

Tom Werner: The fire code, State fire code requires a second access road.

Nick Costa: Right.

Tom Werner: Would be about 30 or sprinkle, sprinkle systems.

Nick Costa: Right, so, that was brought up to our attention and, Rich, if you don't mind going back to the aerial. I believe that the code reads that if you can show that there's a possible future connection,

Richard Harris: Correct.

Nick Costa: That, that would suffice for a secondary means of access. So, what we did here at this cul-de-sac is we're leaving the right-of-way so that in the future, that road potentially through that parcel, that adjacent parcel, could connect to that, to that cul-de-sac.

Tom Koval: We also have another issue with this many more homes going, is the intersection of Dunsbach and Crescent, is already a brutal intersection for people to get in and out of, accidents constantly at that intersection. Between the Halfmoon Landings or whatever they're calling it, the old Krause's project and this many more traffic, this many more cars, it's gonna be a serious impact on that intersection. We absolutely have to look at that with traffic study.

Donald Roberts: I think MJ and the traffic study will take care of that.

Tom Werner: I think just to further your comments, I think the fire code made that provision prior to 2015, it's been updated, but I don't Joel, if you know.

Richard Harris: I actually pulled the 2020 fire code.

Tom Werner: 2020?

Richard Harris: Yeah, and there's 3 exceptions, one if the project got site plan approval prior to 2000, which it did, the other is sprinklers and the third is if there is a potential connection to a future development approved by the fire code official, which is the town Code Enforcement Department, that's part of the 2020 code.

Tom Werner: So, if there's a future connection

Richard Harris: Yup.

Tom Werner: approved

Richard Harris: And the Town approves it. Town Code Enforcement fire official

Tom Koval: ??

Richard Harris: Yup.

Tom Werner: ??

Richard Harris: I can't hear you, sorry

Tom Werner: ??

Nick Costa: It doesn't have to be built, I think what he's saying is it doesn't have to be built, as long as it's shown, like we built it, that suffices.

Richard Harris: Yeah. I got a copy 2020 code, the fire code didn't have that provision.

John Higgins: Who owns the adjoining property?

Richard Harris: Chichetti? AJS Masonry, It was that site that was redeveloped, there was a PDD years ago.

John Higgins: Now do they have to agree on paper to put a road in there eventually? Is that how that works?

Richard Harris: It would be much like Howland Park and Mott Orchard was, there's a paper street connection and it ever happens, it could never happen but. Just like Mott Orchard, Just like the woman that spoke on Mott Orchard, about the connection to the McBride property would never be built, because they're never gonna sell.

Donald Roberts: It just shows what could happen.

Richard Harris: It shows what could happen. Arlington Heights has a couple.

John Higgins: And that's part of the code.

Richard Harris: It's part of the fire code. That there's an access and the Town fire code official approves it. That's allowable. And this town has done that. Many PDD's it's done. Have done them in excess of 30 units without a second access but with potential connections. Arlington Heights is one of them, it has two potential connections but has many more than 30 units.

John Higgins: I have a question regarding the public benefit, you mentioned that that as part of the public benefit, extending that water line or that the complete public benefit?

Nick Costa: That is what the applicant's proposing is the public benefit.

John Higgins: Ok, so it's gonna be roughly \$1,000 per unit, which is considerably less than what the Town has come to expect on other developments of this nature.

Donald Roberts: I really think, John, I believe the Town Board's gonna request more than what's going on there, right now, because this is not enough.

John Higgins: I agree Don, thank you

Nick Costa: Thank you, and we'll consider that, thank you.

Donald Roberts: Anyone else?

Richard Harris: It's R-1.

Nick Costa: Zoning is R-1 residential.

Richard Harris: It's R-1.

Donald Roberts: Ok, so I guess we'll refer it to the agencies I've mentioned before and we'll get back to you.

Nick Costa: Great, Thank you.

Donald Roberts: Thank you. Going back, if I can find my paper. Ok, going back:

Shea Pointe PDD– PDD Recommendation

TABLED. Board received a presentation on a proposed 100 unit residential PDD, provided feedback and referred it to the necessary agencies for review.

20.143 Quality Lighting Systems, 3 Executive Park Drive – Change of Use/Tenant

Donald Roberts: Is anyone either here or on-line for Quality Lighting Systems? Oh, you're there, okay say your name and what you plan on doing please.

Mark DeAngelos: Oh hi, I'm Mark DeAngelos with Quality Lighting, I'm one of the owners of the company.

Donald Roberts: Go ahead please, what are you planning on doing?

Mark DeAngelos: Well, first of all I want to apologize I didn't realize that I had to be there in person. So, I live in Syracuse so I apologize for not being there today.

Donald Roberts: That's alright, we'll let it slide this time, don't worry.

Mark DeAngelos: So we are, we're a manufacturer's rep we've been in business for 26 years and we're basically a sales arm for about 100 different lighting companies, so we basically just operate at a normal office environment which would include, ya know, computers, telephones, ya know, faxes, ya know, copies and those type of things that's, we don't manufacture anything, we have, we don't have any material there making fixture samples. There's no hazardous material, it's just basically, just basically lighting fixtures for commercial industrial applications.

Donald Roberts: So, there's no retail there either there, right?

Mark DeAngelos: I'm sorry.

Donald Roberts: There's no retail activity going on there, right?

Mark DeAngelos: No, that's correct, no retail at all, and the only people that would come in our office are we represent companies and they might come to town to go visit architects and engineers local to the market, but that would be it.

Donald Roberts: Okay, thank you, questions by the Board?

Mark DeAngelos: I'm sorry.

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

Richard Berkowicz: I'll second.

Don Roberts: All in favor? (all were in favor) Opposed? (none were opposed) Motion carried, good luck, see how easy that was

Tom Koval: Make sure you advertise you're in Halfmoon, not Clifton Park please.

Donald Roberts: Good luck, you're all set, thank you.

Mark DeAngelos: Thank you very much, I appreciate it.

Donald Roberts: Good night.

Mark DeAngelos: Thank you.

Quality Lighting Systems – Change of Use/Tenant

APPROVED. Board approved the use of the vacant 3,400 SF space for an office related to their lighting and control business.

Donald Roberts: Anyone else? Anyone else?

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. Happy Thanksgiving and quiet Thanksgiving I guess, right.

