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**MINUTES MEETING
Town of Halfmoon Planning Board
September 12, 2022**

Those present at the September 12, 2022, Planning Board meeting were:

Planning Board Members:

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

Planning Board Alternates:

Brendan Nielsen- absent
Chuck Lucia

Coordinator- Building, Planning and Development:

Richard Harris

Senior Planner / Stormwater Management Technician:

Paul Marlow

Town Attorney:

Lyn Murphy

Deputy Town Attorney:

Cathy Drobny

Town Board Liaison(s):

John Wasielewski
Eric Catricala

Town Engineers:

Joel Bianchi

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

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

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

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Tom Koval: I second.

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried, I abstain I wasn't here

Mike Ziobrowski: I have to abstain

Don Roberts: Mike also okay

New Business:

Lands of Tanski Subdivision, 68 Cemetery Road – Minor Subdivision (22.133)

Bob Wilklow: Im Bob Wilklow from VanGuilder Surveying. What's in front of you tonight was actually a subdivision that was approved back in 2020 in the Fall I believe it was. My understanding is it got approved it just never got filed at the County Clerks office during Covid, something happened along the way, so we have to come back in front of the Board to get it approved.

Don Roberts: So, we need a public hearing for our next meeting on this one

Rich Berkowitz: I make a motion for a public hearing

Mike Ziobrowski: Ill second

Rich Berkowitz: September 26th.

Don Roberts: Okay we have a motion and a second, all those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried, see you next meeting.

Bob Wilklow: Thank you.

Richard Harris: I just want to mention the only thing that has changed is the applicant had planned and he since did, get a demo permit to demolish that house, correct? The house that was there? You got a demo permit, you demo'd the house that was part of the original plans, you got the permit you did it so that's the only thing that's changed since the original.

Don Roberts: Okay we will see you next meeting.

Lands of Tanski Subdivision– Minor Subdivision

PUBLIC HEARING SET. Board set a Public Hearing for September 26, 2022, for a proposed three lot subdivision.

Hank's Hollow Subdivision Lot Line Adjustment, 28, 30 & 50 Staniak Rd (Lots 107, 108 & E) – Amendment to Final Subdivision (22.139)

Bob Wilklow: Bob Wilklow from VanGuilder surveying through the process of the subdivision for Hanks Hollow the house was built on 107 at the time they were thinking that they were just going to remove the fence you know make it

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match, lot lines that were created after the fact they decided that they wanted to leave the fence the way it is and do a lot line adjustment. The property right now is still under Bruce Tanski's ownership, it hasn't been conveyed yet so that's what's in front of you tonight.

Don Roberts: Okay questions by the Board?

John Higgins: Aren't some of those lots marked sold on the signs.

Bob Wilklow: I don't know if they've been

John Higgins: On some of the other lots the signs are marked sold

Bruce Tanski: Correct

John Higgins: Okay but the closings haven't been done?

Bruce Tanski: No

John Higgins: Okay thank you Bruce

Rich Berkowitz: I make a motion to set a public hearing for September 26th

Mike Ziobrowski: Ill second it

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

Bob Wilklow: Thank you.

Hank's Hollow Subdivision Lot Line Adjustment, 28, 30 & 50 Staniak Rd (Lots 107, 108 & E) – Amendment to Final Subdivision -PUBLIC HEARING SET. Board set a Public Hearing for September 26, 2022, for a proposed lot-line adjustment.

Walmart Expansion, 1579 Rt. 9 – Addition to Site Plan (22.116)

Mathew DeSimone: Good evening, Im Matt DeSimone from Dewberry Engineers. Im here on behalf of Walmart to introduce and discuss this proposed market fulfilment center expansion project at 1549 Route 9 Clifton Park.

Don Roberts: Halfmoon, this is a Halfmoon Planning Board not Clifton Park.

Mathew DeSimone: I know it's just the address Im sorry. So here is our overall site plan as you could see the proposed improvements are towards the northern edge of the property right now it's in the commercial zoning district and the lot size is 28.4 acres according to tax map information. Based on the aerial imagery there is agricultural land to the north, commercial property to the south, a stormwater basin on Plant Road to the east and Route 9 to the west. The existing building is 205,000 sq ft and based on a review of the aerial imagery there is 1003 existing parking spaces. This is a zoom up of our actual site plan, the existing topography in this area is relatively flat, and it's all generally sloping towards the north. The grade is between 1 and 4 % based on the effective FEMA map for this parcel, it's not located in a special flood

hazard area. I shoed on the previous plan this area right now just generally consists of landscape islands and parking at the moment, minimal pervious surface, primarily it's paved. I guess let's get into the actual proposed work. This project is going to consist of the site clearing for this to allow for the construction of a market fulfillment center, its going to consist of a new parking stall to access the MFC, utility connections associated rating and obviously the restoration of the asphalt pavement. The proposed MFC is approximately 36,380 sq ft. So, what is a market fulfillment center? It's basically an upgrade to the existing customer pick up program there. So instead of Walmart associates that work at the store bringing it out to a person when they arrive all the sorting is done internally, its done automatically by machines, obviously there is some human component where they verify what is being placed in a customers pick up order but there's not a person to person contact with this program its primarily you pull up you get your order that you placed online and then you leave.

John Higgins: How does it get to your car?

Mathew DeSimone: So, there are 19 stalls that are going to be proposed along, you can kind of see it in the, on the top edge of it, obviously a person would park there they would back in or pull in and they would get out and literally pick up their groceries, whatever they ended up ordering so its not completely nonhuman but.

Mike Ziobrowski: Would it be on a robot cart that they take it off of or is someone going to bring it out to the curb?

Mathew DeSimone: The way I understand it is that there is a bay, so basically you pull up you get assigned a spot, you know your orders ready at 12:30 you arrive to bay 12 you pull up to bay 12 and there it is.

Richard Harris: ****This portion of tape is inaudible****

Rich Berkowitz: Did you read today's newspaper article?

Mathew DeSimone: No

Rich Berkowitz: Okay there was an article in today's Times Union that kind of described it and they said it was going to be fully robotic, so does this mean there's, is it a fully robotic assembly line like Amazon does inside that or it their people using conveyor belts?

Mathew DeSimone: There is some human element in verifying that the robots basically get the order correct, but its not like now we are basically having an associate from what I understand goes throughout the store picks up this that and whatever from whatever aisle and places it in the box. From what I understand the MFC its new program in which all of that sorting is done robotically.

Rich Berkowitz: So, is this being considered warehousing with shelving inside where there is product inside this fulfilment center, its not withing the store itself?

Mathew DeSimone: I think it's connected because it's at the same floor elevation I think there is some it has to be able to access, so it's not just like a stand alone building that happens to be attached to it.

Rich Berkowitz: The reason Im asking because does this affect the number of employees that would be using parking ,does this affect the number of people within the store that would affect parking?

Mathew DeSimone: Yea so from what I understand is that Walmart expects in other markets where these have been installed the parking demand actually goes down, just based on shorter trips visiting the site, less just park and browse thing, its more like you get there you get what you already ordered, you already shopped for it, and you would exit. Information can be provided on how they expect the parking demand to go down, because as part of this project we are reducing the parking from what is on site.

Mike Ziobrowski: Right it's close to 30 %

John Higgins: It's already under what required.

Mathew DeSimone: Correct, right , right so yea I know in other markets they've performed internal studies basically to kind of determine or what is the impact how many trips are generated, you know what can we expect once these are installed and

John Higgins: Have you ever been to this Walmart?

Mathew DeSimone: I have not actually, I have been on the outside yes

John Higgins: Because there is already traffic problems at this Walmart

Mathew DeSimone: Okay

John Higgins: Specifically in the area where you want to put this expansion

Mathew DeSimone: Traffic in terms of?

Mike Ziobrowski: What happens is on a busy day its ques up internally so people have to take a left off of 9 or a right off of 9 and what happens is where you are placing this, yet efficient, its almost one of the first stops in there, its going to start backing up immediately so people can't even take a right to get to the larger parking lot. It's going to create a bigger problem in my opinion

Mathew DeSimone: Got it, got it

Mike Ziobrowski: It's going to accentuate a problem that already exists.

Tom Koval: Are these pickups by appointment or you get there and enter a code and it brings your order out? Because if its by appointment that would be a different scenario you wouldn't have as many cars trying to be, I would imagine it would be staggered okay 19 cars are supposed to pick up at 12:35 and but if its not which and I can't imagine how you could control that because people are never on time how are you going to control it?

Mathew DeSimone: We can provide information I personally do not know, I would imagine its like there is a window like you pick up between 12 and 3 or something like that you know but

Tom Koval: Right you know so it could be 70 people at the same time coming to pick up their boxes and you only have 19 bays, your going to need to show some type of a traffic loop for this, the parking spots are all at an angle so I imagine your probably going to direct them to the left have them loop around so they can back in, but then if you have people coming up

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the other way there your going to pull in straight and try and back out of these angled locations into that roadway, that's another issue, you might have to do a one way traffic in front of that thing so you don't get people going both ways, cars backing in and out

Rich Berkowitz: I don't see another way up to have a one way, then you have to have a loop going around the other end to come back out

Richard Harris: I think it's shown, it shows that its two way.

Rich Berkowitz: No, no and also you'll have to have a que area for pickups, so there is a lot of things you have to think about.

Don Roberts: And Joel you'll take care of that for us, right?

Tom Koval: I would think that a roadway even with a light, when a bay opens the next car gets a green light to pull ahead and lights over the doors or whatever, this bay is empty you can use it.

Mathew DeSimone: Okay

Tom Koval: An have cars stop prior to that so people aren't trying to back in and out, it looks like a real cluster

Mathew DeSimone: No, I understand some sort of scheduled pick-up window would be helpful.

Tom Koval: Scheduled pickup and a lot more traffic direction than you have, that's not even touching on all of the parking spots you're already losing.

Tom Werner: For the customers that are ordering though the internet and currently have deliveries I guess through Fed-Ex to their homes they'll be coming , some of them will be coming here now to get their goods, rather than having them delivered to their home?

Mathew DeSimone: From what I understand it s not a direct replacement, like they are not going to stop delivering at home this is just, and I personally never used the instore pick up option, I would just go in but I guess for other people they would order online and pick it up instead of getting it delivered to their house, they would say oh Ill just go and get it, pick it up in the store so its not like a direct replacement of at home deliveries.

Tom Koval: I think its two very different animals. I know one person who refuses to go to a Walmart, so he has them deliver stuff, I don't think that one is going to take over the other I think its two separate animals, but I think you'll see a lot more of this.

Tom Werner: I was just wondering if there is going to be an up tick in traffic and I think we have raised that issue. Another item I will bring to your attention is the loss of 300 and some parking spaces when you have winter conditions here

Rich Berkowitz: You're only losing a hundred, but they are 200 down so

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Tom Werner: Oh, okay im sorry but with snow operations they pile the snow up and that also takes up additional parking spaces unless they've got some off-site place to take the snow but typically up here if you get a good snowstorm, you lost some parking space.

Mathew DeSimone: Right, that's something also we can provide to, again to accommodate the loss in parking

Rich Berkowitz: This might also affect their seasonal sales on the south side of the building because that takes up 40 to 50 spots.

Don Roberts: im going in a different direction here okay, now behind Walmart there is a number of residential developments okay, your mentioning machinery and robots and all this stuff is that going to have a negative noise impact on those residents behind you?

Mathew DeSimone: Not from what I understand, but we can provide noise information

Don Roberts: Can you look into that please

Mathew DeSimone: Absolutely

Rich Berkowitz: Now there's a prototype in Topeka Kansas supposedly?

Mathew DeSimone: There was one there, and then there was another link that I had sent earlier today

Richard Harris: Ill send you guys a link I think those screen shots are from New Hampshire

Mathew DeSimone: Salem New Hampshire, that is correct.

Rich Berkowitz: And have they done any traffic studies before and after these fulfillment studies have been?

Mathew DeSimone: I know for another town in New York we just got it approved but it was using this similar logic of they have an internal study on how much parking, how many trips basically they expect to lose

Rich Berkowitz: Have they actually done a study on it?

Mathew DeSimone: As far as I understand they do, and we can definitely provide that for you

Rich Berkowitz: Can you get that information?

Mathew DeSimone: Absolutely yup

Mike Ziobrowski: And how do they promote the learning to the community, so they know how to once this is built how to use the facility, how do they go about that training?

Mathew DeSimone: I don't want to speculate but I imagine its very similar to the in-store pick up now, from what I understand its just a quicker process so there arriving they get it right away. I don't know how long the regular operation takes but I understand that this is just a push to kind of make it more efficient, quicker get people in and out.

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Tom Koval: Its all about the signage, on this project, you're right the current situation is lousy at best, very exposed, so I mean this is a better scenario, but you have a lot of homework to do here, to make it palatable to me

Mathew DeSimone: Sure

John Higgins: And another thing that might be different from your other locations is the fact that the truck route, the truck route now is all at that end of the store, now you want to bring it, the truck route all of the way around to the southern end of the lot

Mathew DeSimone: Correct, right.

John Higgins: That's going to cause all kinds of problems on the other end of the lot where there is no truck traffic right now.

Mathew DeSimone: Right so, we're proposing to modify the entrance. Just obviously a lot of trucks turn in that way but yes, I think as previously pointed out signage and

John Higgins: Yea but it's a lot more than signage, you might have to reschedule your truck deliveries also, because you can't have trucks running around the main part of your parking lot during peak hours

Rich Berkowitz: And they shouldn't be at the nighttime because you do have a residence right next door to you that is going to be adjacent to that truck line.

Don Roberts: Now I know you are not from the area, based on all your hearing tonight I hope you are going to stop up at the site and take a nice look around to see what everyone means

Mathew DeSimone: Oh sure, I was at the site during the weekday, and it was relatively empty but

Mike Ziobrowski: Stop on a Saturday at noon

John Higgins: Or during the holidays

Mathew DeSimone: Yea right

Don Roberts: Anyone else got anything? (No comments) okay we are going to refer this to our Town Engineer for review, the fire department for review, Saratoga County Planning Board for review and we'll get back to you alright.

Mathew DeSimone: Okay thank you very much

Walmart Expansion – Addition to Site Plan

TABLED/REFERRED TO AGENCIES. Board received a presentation for a proposed approx. 36,500 SF addition, and referred it to the Town Engineer and other agencies for review.

Old Business:

Noradki Subdivision (north side), 3 Tabor Road – Minor Subdivision (22.067)

John Hitchcock: Im John Hitchcock with ABD Engineers representing the applicant. The parcel is located at 3 Tabor Road, it is an overall 61 acre parcel bi-sected by Pan Am Railroad tracks. I stated earlier this evening that south end of the parcel there below Tabor Road there was subdivided last month here at the Board. 32.5 acres are above Pan Am at the north there, the railroad tracks and then another 28.5 is just south of the tracks and that's what you see there in red is that 28.5 acres. The parcel is mostly vacant other than a single-family house to the west which the owner of the land occupies. The applicant is and the owner are proposing to sub-divide the lot into 2 lots an the way the lots would be made up is that 32.5 plus, minus acres north of the railroad tracks would be together with about 4 acres there to the west, where the single family home is the owner of the land will retain ownership of that land and is looking to sell the 24.5 acres to the east shown on your map in blue to the applicant.

Richard Harris: Just so people see here, this larger piece that the applicant is looking to buy.

John Hitchcock: And on those 11 x 17's they are shown in blue so it's easier it stands out there. As Rich said earlier this site is under site plan review, they're just looking forward to move forward with the subdivision at this time while we hash out what we are going to do with the site as we move forward with development, and just looking to schedule a public hearing tonight, take any question you might have.

Don Roberts: Thank you, any questions by the Board?

John Higgins: I just want to make sure that the area A-2 has road frontage its very hard to see on this little drawing, but I assume it has road frontage?

John Hitchcock: A-2, yes

Richard Harris: Tabor Road

John Higgins: Yea I assume that but it's hard to see on this drawing, I just wanted to make sure we weren't creating something that was landlocked, thank you.

Don Roberts: Anyone else?

Rich Berkowitz: I make a motion to set a public hearing for September 6th

Mike Ziobrowski: I second

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried, see you on the 26th

John Hitchcock: Thank you

Noradki Subdivision (north side) – Minor Subdivision

PUBLIC HEARING SET. Board set a Public Hearing for September 26, 2022, for a proposed two lot subdivision.

Robleno Parking Expansion, 7 & 9 Parkford Drive – Site Plan Amendment (22.085)

Jason Dell: Good Evening my name is Jason Dell an engineer with Lansing Engineering here on behalf of the applicant for the Robleno Parking Expansion. The parcel proposed for development is located on the eastern side of Parkford drive approximately 1200 feet north of the intersection of Parkford and Route 146 and the parcels are part of the Parkford PDD that were included in the 421 Flex Park. So, we are before you this evening as the applicant is proposing to construct and additional 2 parking area is located on the southern side of the site will be for approximately 47 trailer parking spaces and the second parking areas on the northern side of the site where the applicant is proposing 10 additional employee sized parking stalls. Care Access was before the Board back on April 11th where they received their change of use for the building that is currently out there, and they need the additional parking for their trailers. Access into the site will be via the access off of the internal access road into the 421 Flex Park, and last time we were before the Board here you folks requested us to include a small burm in our landscaping along the frontage with Parkford Drive, we have included that on the site plan, we've also submitted to MJ for engineering review and we've addressed all of the comments thus far so we are here this evening to request an approval. One thing I would like to add to your point before Mr. Higgins they are looking to consolidate the lots into one lot, and we offer that up as a condition of approval that they would have the lot consolidation proof to the Town prior to the Chairman signing the plans for the project.

Don Roberts: Thank you Jason, Joel you all set with this?

Joel Bianchi: Yes

Don Roberts: Questions by the Board?

Rich Berkowitz: Is this the last building happening in the Timberwick?

Jason Dell: Heading into Timberwick II?

Rich Berkowitz: Yea

Jason Dell: Yes, the building is existing right in this area right here

Rich Berkowitz: So, it's on the east side?

Jason Dell: Yes

Rich Berkowitz: Yea okay

Richard Harris: Just so you know outside of this PDD there is a vacant lot as you had towards Timberwick

Rich Berkowitz: Yea im looking at it.

Richard Harris: Yea because we get , its right next to the cell tower, probably once a month we get an inquiry about that I think it's a left over lot from Timberwick II and its really wet, like 2/3 wet and not even in a good way where there is frontage that is dry right on the road and somebody's got a wet back yard, we get a lot of inquiries on that, I say you need to get a wetland delineation and see if you can live with the wet lands

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Rich Berkowitz: I was wondering if there was going to be a lot of trucks if they were going to burm this at all or have any noise protection.

Jason Dell: This part here is existing the buildings here the parking area the landscaping that we have that was on a previous site plan is here and that has been installed, so this is just strictly south of there, there's that vacant gravel area.

Rich Berkowitz: Okay I see it now it's on the south side

Tom Koval: Rich these aren't big trucks either, pick up truck with a 24 ft like a trailer, like a mobile they are small 4-door pick up truck with basically a big snow mobile trailer on the back of them

Rich Berkowitz: Okay, okay

Don Roberts: Anyone else?

Tom Koval: Ill make a motion to approve the site plan amendment contingent of consolidating the lots before I sign the plans

Tom Werner: Ill second it.

Don Roberts: Contingent on the lot consolidation before I sign the plans.

Richard Harris: We did have this as an unlisted action, so we would need SEQR actually. We already issued a neg dec for the building and there is not much difference in the impervious surface but

Tom Koval: We can reaffirm SEQR. I make a motion to declare a negative dec on SEQR

Rich Berkowitz: Ill second

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried, now do the other one.

Tom Koval: Ill make a motion to approve the site plan amendment, on the condition that the lots get consolidated before Don Signs the plans.

Tom Werner: Ill second it.

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried,

Robleno Parking Expansion- Site Plan Amendment

APPROVED. Board approved an amended to site plan with a condition requiring consolidation of two parcels.

113 Tabor Road Flex Space Warehouse, 113 Tabor Road – Site Plan Amendment (22.117)

Jason Dell: Jason Dell engineer with Lansing Engineering here on behalf of the applicant for the Tabor Road Site Plan. This project was before the Board and you folks approved this project and we are back for a request to extend the building from the approved 43,250 sq ft to approximately 50,000 sq ft. The general lay out of the site remains consistent with what

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was previously approved. Access into the development , the grading the burm that we had worked through those re all still components of the site plan we're just simply expanding it on either side to meet the 50,000 sq ft. So parking is still meets the Town Code and we had submitted plans that had been reviewed and we have addressed all of the comments to date. Mr. Werner you had asked last time about trucks, at this time there are no tenants identified so we would have to come back as each individual tenant wanted to take the building would have to identify the trucks that would be needed at that time, but just strictly based upon the additional square footage we asked the traffic engineers just give us an estimate as to how many additional trips would be generated, and they indicated that there would 2 additional a.m. peak hour trips and 1 additional p.m. peak hour trips. I hope that answers your question, and we are here this evening to answer any further questions you may have with the hope that the Board would approve this amendment.

Don Roberts: Thank you Jason, Joel are you all set?

Joel Bianchine: Yes

Don Roberts: Questions by the Board?

John Higgins: I know we mentioned it way back when on this project but obviously those tenants are going to have to come in and we didn't mention way back when as I said that as far as 24-hour day operations being that there are residents in the area we'd have to take a good hard look at something where there is going to be truck traffic going in and out of the site constantly.

Jason Dell: Understood

Rich Berkowitz: I make a motion to have a neg dec on SEQR

Tom Koval: I second

Don Roberts: We've got a motion and a second for a neg dec on SEQR, all those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried,

Rich Berkowitz: I make a motion to approve the site plan amendment

Tom Koval: Ill second.

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried, all set

113 Tabor Road Flex Space Warehouse – Site Plan Amendment

APPROVED. Board approved an amended site plan for a proposed 6,750 SF addition.

Mike Ziobrowski: I would like to make a motion to adjourn the meeting

Don Roberts: All those in favor aye? (All in favor) Opposed? (None were opposed) Motion carried, Thank you good night