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**Town of Halfmoon Planning Board
September 25, 2023**

Those present at the September 25, 2023, Planning Board meeting were:

Planning Board Members:

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

Planning Board Alternates:

Alison Pingelski
Laurie Barton-absent

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 please. Have the Board members had a chance to review the minutes from the last meeting?

Rich Berkowitz: I make a motion to approve.

Alison Pingelski: I'll second it.

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

Public Hearing:

Main Street Barber, 10 Johnson Rd – Home Occupation & Sign (23.147 & 23.148)

Don Roberts: Go ahead say your name and what you want to do.

Mike Rabbitt: Mike Rabbitt, Mains St. Barber, 10 Johnson Road.

Don Roberts: Okay is it going to just, be you?

Mike Rabbitt: Yes.

Don Roberts: And hours of operation?

Mike Rabbitt: All day 8 to 5, 8 to 6.

Don Roberts: 8 to 6? Five days a week?

Mike Rabbitt: Five days a week.

Don Roberts: Okay. At this time, we will open the public hearing, would anyone in the room wish to speak? Come up please and say your name and concern you may have.

Lyn Murphy: Go ahead I just want to clarify, your application was for Tuesday to Friday 7:30 am to pm, Saturday 8 to 3 so those are different times and one more day which is fine, but I just want to clarify, have you , do you want to modify your application, or do you want to stick with those numbers?

Mike Rabbitt: That's five days.

Lyn Murphy: Oh, Sunday, Monday look at me I'm a lawyer not a mathematician, but the hours are a little different

Alison Pingelski: Do you want the hours in your application or the hours you just said?

Mike Rabbitt: The hours on my application

Lyn Murphy: Perfect thank you.

Mike Rabbitt: Sorry.

Don Roberts: Okay, come on up. It's all recorded so we've got to have microphone and your name please.

Mike Morand: Thank you, Mike Morand, Arlington Heights, Town of Halfmoon. I previously lived on Johnson Road for just under 30 years and I saw that area grow quite a bit and the volume of traffic is quite heavy there, my question is can anybody open up a commercial business in a residential neighborhood?

Richard Harris: So the applicant applied for a home occupation, which is treated as a special use permit, so certainly anyone can apply but there are certain standards in the Town Code for that, for example, the Board has discretion to consider unusual noise or traffic or other impacts to the neighborhood that the business could cause also the business cannot occupy more than 30% of the square footage of the building and it must be contained wholly within the inside a building, can't be outside of a building and there can only be one non-related family member employed at the business, so there are parameters in the Town Code. Certainly anybody can apply for anything but whether this Board approves it or not is based on those standards and then other special use permit standards like impact to the neighborhood, certainly I know the Board considers comments they receive here, so it's up to the Board's discretion for a lack of a better word.

Mike Morand: And what about signage, what kind of signs are allowed?

Richard Harris: Well, there are signs allowed, what do you mean like what kinds?

Mike Morand: Like how high, would a sign be, how wide? Is it lit at night?

Richard Harris: There isn't a height limit but the applicants proposing 8 feet and in most subdivisions in the Town Code for Subdivision signs, this is not a subdivision sign, but like the entrance to Arlington Heights, the signs can't be higher than 6 ft so staff recommended that if the Board goes into consider or vote on the sign that it be 6 foot no more than 6 foot in height.

Mike Morand: And what about being lit at night?

Richard Harris: Oh, that's at the discretion of the Board, the applicant can propose lighting and the Board could decide if that is impacting the character of the neighborhood.

Mike Morand: Alright thank you, I commend the guy for at least coming to the Board and doing it the right way, if I had hair, I'd be a customer.

Don Roberts: Would anyone else in the room wish to speak? (No comments) Would anyone online wish to speak? (No Comments) anyone online wish to speak? (No comments) Okay, we'll close the public hearing, comments by the Board?

Tom Koval: So, you heard the comments about the height of the sign, were you planning to do any, light the sign at night?

Mike Rabbitt: Uh, no.

Don Roberts: Again, that's good because it's a residential neighborhood so.

Richard Harris: Your application did mention flood lighting, um were you still planning to do that?

Mike Rabbitt: If there was going to be a light on, there would be nothing more than a light on the front of your house, I mean I'm not, no neon light, I don't need that.

Richard Harris: But like a flood light pointing at the sign, I assume is what you mean.

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Mike Rabbitt: But if that's a problem then we don't have to do that.

Richard Harris: Okay.

Tom Koval: You had mentioned previously a barber pole?

Mike Rabbitt: Decoration, a decoration.

Tom Koval: Not a lit Barber Pole or anything revolving.

Mike Rabbitt: Yes, yes.

Tom Koval: Like all night?

Mike Rabbitt: No, have you ever seen a Barber Pole?

Tom Koval: Yup, my wife is a Barber.

Mike Rabbitt: Okay it doesn't blind anybody.

Tom Koval: No, I know but is it going to be lit? I'm just clarifying.

Mike Rabbitt: It's going to be lit if I'm there, if I'm working it will be lit.

Tom Koval: Okay, so during business hours?

Mike Rabbitt: During business hours yes.

Tom Koval: Perfect, it's just so if we get a complaint, we can say he was approved for this, he wasn't approved for that

Mike Rabbitt: No problem.

Tom Koval: Just clarifications.

Don Roberts: And as you heard for your sign the Board would like to see it no higher than six feet.

Mike Rabbitt: Not a problem.

Richard Harris: And like you and I had a couple of emails back and forth a few weeks ago, and you'll keep it on your private property, I did an estimation of about 11 feet I think it was. It's in the email.

Mike Rabbitt: Off the right of way

Richard Harris: Off the edge of the pavement

Mike Rabbitt: I might not even, honestly, I might not put a sign there.

Richard Harris: Okay.

Mike Rabbitt: It might be just the Barber pole, its all appointments anyway so people are going to know where to go. I'm not looking for drive-by business. I'm trying to get away from drive-by business, that's why I'm going there.

Tom Koval: I make a motion to approve the in-house special use business with the condition that if a sign is erected it be no more than 6 foot high and if there is a Barber pole out front it is only lit during the hours of operation.

Marcel Nadeau: I'll second that.

Don Roberts: So we have a motion and a second for the use and the sign, correct? All in favor Aye? (All were in favor) Opposed? (None were opposed) Motion carried, good luck.

Mike Rabbitt: Thank you.

Main Street Barber– Home Occupation & Sign

APPROVED. A Public Hearing was held and the Board approved the Home Occupation & Sign to operate a barber shop with conditions related to the proposed sign height and location, and restrictions on the illumination of a proposed barber pole.

Dawson Senior Center PDD, 200 Pruyn Hill Rd – Major Subdivision & Site Plan (23.093 & 23.125)

Jason Dell: Good evening, Jason Dell, engineer with Lansing Engineering here on behalf of the applicant for the Dawson Senior Center PDD. As mentioned, we're here this evening for the public hearing for the subdivision for the project. The PDD was previously approved by the Town Board, and we're back this evening for the public hearing for the subdivision. So, the project site encompasses about 23.5 acres and is located at the corner of Farm to Market Road and Pruyn Hill and the proposed project involves the construction of 17-2 Unit residential town houses for a total of 34 town homes and a 3 story 124-unit senior living facility. The large senior living facility has a footprint of about 55,800 sq. ft. and is very similar to the Falcon Trace Senior Living Facility that's currently in operation in the Town, and the Town houses will be similar in nature to what the applicant is currently constructing for Paar Estates. So, the project will include a subdivision to accommodate the development. The senior living facility will be on one lot that will be 10.8 acres and there will be an additional 17 great lots that will accommodate the town homes and one remaining lot that will be set aside for stormwater purposes. A new road will access the town houses between Pruyn Hill and Farm to Market Road. That will be about 1400 linear feet, and that is proposed for dedication to the Town. Water and sewer will be provided to the project by a connection to the Saratoga County Sewer District sewer system as well as the Town of Halfmoon water system. To date for this project we have gone through multiple reviews with MJ Engineering, we did submit a traffic study as part of the initial Planning Board recommendation phase. We did go back and forth quite a bit with traffic study updates as well. That traffic study was viewed by DOT, and they agreed with the results of that traffic study as well. We've also submitted the plans to emergency services, and we did actually meet with them last week correspondence from them was copied to Rich, I believe it was last week indicating that they are okay with the plan now. We did discuss with them the potential for a gate to be on that emergency access road as we discussed last time, and they

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were agreeable to that so that will be included on the plan as well. We've also got the ACOE permit now as well as SHPO sign off. So, we are here to answer any remaining questions that the Board has at the public hearing in hopes of advancing towards a preliminary approval, which after that we will go on to the agencies and then come back to this Board.

Don Roberts: Okay, thank you. At this time, we will open the public hearing and we received some written correspondence which will become part of the record, okay Rich?

Richard Harris: Correct, those were emailed to Board members on Friday, and you should have copies in your packets today.

Don Roberts: Okay, thank you so the public hearing is open would anyone in the room wish to speak, please come up and say your name and any concern or comment you may have.

Tyler Oppelt: Good evening, my name is Tyler Oppelt, I live at 87 Farm to Market Road. Pretty much where that north entrance and exit is, my house is literally right there so I'm just expressing concern with the traffic mitigation plan. My wife and I right now we battle getting out of our driveway as it is. Basically there is a blind hill right towards like the bottom of like in between the two farm fields. So basically when we are in our driveway and we're trying to pull out right to go towards the four way intersection there, you cannot see a car at the bottom of that hill, guaranteed, so my concern is when my wife and child are pulling out of the driveway, like what is going to give me a warm and fuzzy that with increased traffic this is going to be even safer, or at least as good as it is now, and I speak for a lot of us on the side of Farm to Market Road, a lot of them are here, so we just express concern. We see what happens at that four-way intersection with motor bikes and commercial traffic, 40-ton trucks just screaming down the road, countless people go through that four-way intersection. I invited anyone from the Board if you want to come and park in my driveway and see that, please do it is crucial that you see that with your own eyes. That's really all I have, and my question is basically what is that traffic mitigation plan and how are we going to get it too, as least where it is now. That's all.

Don Roberts: Okay, thank you, do you want to respond Jason?

Jason Dell: Sure, we did submit the traffic study for the project. The gentleman's, there is a fire hydrant that's located right in front of their house right now and their driveway is just a little bit to the east of there. So, we are situated, our entrance about a hundred feet away from their driveway, further to the east and what the traffic study did denote was some minor clearing needed to happen right in this area here and we would have an excess of 800 feet of site distance in the east bound direction. That is all part of the traffic study, and again that was reviewed quite substantially during the PDD recommendation phase, and the plan hasn't changed since then. The original plan did have our road coming out further to the east, however based upon the traffic engineers recommendation we did shift that down further to the east in order to accommodate and to extend the available site distance for the project, and the traffic study did not recommend any mitigation for any of the intersections out there based upon the low traffic generation from a senior living facility and 34 town homes.

Don Roberts: Okay, thank you, yes?

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Sue Ann McNarry: Sue Ann McNarry I live at 233 Pruyn Hill Road, because I'm illiterate to the map, I'm on Pruyn Hill so I'm 233 I'm the last house so that is Pruyn Hill right up on top? Where you are pointing? Okay so that, so my house is the last one up there before Farm to Market, so where it's showing looks like there's going to be a drive into there that would be on Pruyn Hill?

Jason Dell: That's correct.

Sue Ann McNarry: Okay and then the other drive would be on Farm to Market?

Jason Dell: That's correct.

Sue Ann McNarry: So, what is all of this on where you show the south is that the buildings?

Jason Dell: This right here is the church.

Sue Ann McNarry: Okay, yes.

Jason Dell: This is the senior living facility.

Sue Ann McNarry: Okay.

Jason Dell: And these are the town homes.

Sue Ann McNarry: Okay, and where is the water going to be?

Jason Dell: We are extending a water main across through the project through here and we will be tapping into that water main on our project.

Sue Ann McNarry: Okay so the water will be on the opposite side of my road, will there be any access for me to get sewage on my side or?

Jason Dell: The sewer district did request us to put a manhole right here so there is a manhole that could be accessed if you wanted to extend a force main from your house over to that sewer.

Sue Ann McNarry: Okay is there any gas?

Bruce Tanski: We will be bringing gas.

Sue Ann McNarry: Okay and will there be a possibility that I can tap into that as well.

Bruce Tanski: Absolutely.

Sue Ann McNarry: Okay, those were all of my questions, thank you.

Don Roberts: Anyone else wish to speak?

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Robert Andriola: I'm Robert Andriola, 80 Farm to Market. My question, has there been any study about the power grid in the area, if it is going to be able to handle all of this infrastructure that you're going to put in? That's my only concern right now. Thank you.

Jason Dell: We have not studied the power grid, however we believe that there's plenty of power to supply the project.

Don Roberts: Anyone else wish to speak? Anyone else wish to speak in the room? Anyone online wish to speak? No?

Carol Katz: I'm seeing there is a question in the chat forum from someone who does not have a mic. (Kevin & Linda Kowalchyk)

Lyn Murphy: Could you read what the question is, person?

Carol Katz: Yes, my question is general travel toward the intersection, site distance is not good and when someone pulls out to turn left from Dawson, they will have cars slowing from 55 miles per hour. Other options to dump onto Farm to Market Road would be closer to the intersection instead of furthest.

Lyn Murphy: Thank you, it did just pop up on our chat area but thank you very much for reading that.

Richard Harris: Jason you could see that right?

Jason Dell: What was the question?

Tom Koval: They were wondering if there was an option to dump the road closer to the intersection on Farm to Market as opposed to where it's dumping right now, because of the site distance with the hill.

Jason Dell: The traffic engineers recommended the exact opposite, to push it further away from the intersection and she is correct the traffic study was done, the posted speed limit out there is 45. However, based upon the speed measured out there they did compare the site distances available out there to a 50 in a 55-mph speed limit, so that is documented in the study, and we meet the site distance requirements.

Don Roberts: Okay, thank you, anyone else online wish to speak?

Lyn Murphy: Somebody is typing.

Joan Welfinger: Hi, my name is Joan Welfinger. I live at 76 Farm to Market Road, the speed limit there is not 45, and it's not posted so therefore it's 55.

Don Roberts: It's not posted?

Joan Welfinger: No, up Farm to Market farther closer to Route 9 it's 45 but then at, I don't know their name farm, It ceases to be 45 and its no longer posted so that whole speed limit to the stop sign at Farm to Market and Pruyn Hill and then going down to Farm to Market where the gentleman is going to be coming out, traffic will be coming

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out across someone's driveways. It's too close to the intersections. The speed limit is 55 nobody observes the speed limit, you've got big tractor trailers that fly through their all of the time.

Don Roberts: Okay thank you, we will have to look at that, I guess.

Tom Koval: Well, I certainly think a site visit is warranted there.

Don Roberts: The public hearing is still open so we will get to that after we close the public hearing, anyone else online wish to speak?

Carol Katz: I just need a clarification it's a little hard to hear

Don Roberts: What's your name please?

Carol Katz: Oh sorry, my name is Carol Katz, so Rich Harris send out an email blast a couple weeks ago for a public meeting for a major subdivision for related to the senior center so

Richard Harris: Correct

Carol Katz: So that was referring to the town homes that were discussed several months ago?

Richard Harris: Yes, so the zoning for the project was approved by the Town Board back in March of this year, so the next step for the applicant, and this is Rich Harris speaking, the next step for the applicant is to subdivide the property which is what is proposed up on this screen and is the subject of the public hearing tonight. There are the town house lots that are being requested to subdivide and also the large lot where the senior building is proposed that is the subdivision of lots, a total of 36 lots are proposed to be subdivided. Does that clarify your question?

Carol Katz: So, I don't understand the whole thing of subdivision but basically this is the same project discussed months ago, this is not an additional project?

Richard Harris: Oh, correct you are yes, you're correct, it is the same project, just in order for the applicant to sell town homes just like a single-family detached home, the applicants requesting to have the lines drawn or subdivided that he could then sell the town houses and have it into 35 individual lots if I'm saying it right here. 34 town home units I'm sorry and then one lot for the large senior building and then there is another lot for a storm water area, but it is not additional units over what was proposed and approved as part of the zoning for the project, it matches, yea no problem.

Carol Katz: Thank you for that information.

Richard Harris: Yea, no problem.

Don Roberts: Would anyone else online wish to speak?

Richard Harris: I do want to mention that the chat that was read earlier, the same people followed up with, "okay but please remember what I asked regardless what the traffic study said," and what they asked it's up here on the

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screen, question in general, “ travel towards the intersection site distance is not good, when someone turns left from Dawsons they’ll have cars slowing from 55, other option to dump onto Farm to Market would be closest to the intersection instead of farthest”.

Don Roberts: Okay, we have someone in the room who wants to speak now, yes Ma’am.

Sarah Boleski: My name is Sarah Boleski, I’m connected with Walt Boleski’s farm, and I’m concerned about the increase in traffic that this is going to bring about, it’s ridiculous at this point but with 34 additional town houses have you considered the number of more vehicles that are going to be going through there? Everybody seems to be traveling on Farm to Market and Pruyn Hill Road to avoid 146 so there’s a tremendous amount of traffic and most of them are traveling way above the speed limit, on both roads. Have you thoughtfully considered that?

Richard Harris: A traffic study was done.

Sarah Boleski: Yea I realize that but they’re not living it.

Richard Harris: Okay

Sarah Boleski: And this number is going to only tremendously increase it. Thank you.

Don Roberts: Thank you. Once again, would anyone online wish to speak? (No comments) Okay, we’ll close the public hearing, comments by the Board?

Tom Koval: Rich on the, back to the map

Richard Harris: Sure

Tom Koval: Is unit 1 and 2 split by the subdivision of the senior apartments, the way that line looks?

Jason Dell: That’s just a match line Tom, for the way our plan is.

Richard Harris: Yea so that, that just means that when you flow through here there’s a south map and a north map, so here’s the south map.

Tom Koval: Yea I think we really need to do a site visit on this, and do some real life, sorry that the traffic engineer will be upset with me but in my opinion they’re not always correct.

Richard Harris: Yea I just want to clarify there’s 34 town houses plus just the way he has it numbered

Tom Koval: I see a number 35, I’m trying to figure out there is an odd number here.

Richard Harris: There is 34 town houses

Tom Koval: Okay

Don Roberts: Have any volunteers for a site committee?

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Richard Harris: They labeled the senior building number 19.

Tom Koval: Oh, I see okay

Richard Harris: So, then it picks up here with 20, 21, 22, 23 so there's 35 lots that will have residences on them, one of which is this building, and then one storm water area.

Don Roberts: Okay we have Marcel volunteering, anyone else, Charlie, Alison okay, Marcel, Charlie, and Alison will go out and visit the site alright. Rich, and Paul you guys can coordinate that with them?

Richard Harris: Sure

Don Roberts: Any other comments?

Charlie Lucia: Just curious, obviously the comments today and knowing that area it can be between 50 and 55 miles an hour and obviously I don't think this affects Jason at all what would it take for the Town to post it at 45, not that anybody's going to pay attention anyway.

Don Roberts: It's a County Road, County Road

Tom Koval: So, the Town can certainly ask, and I would suggest lower than 45.

Charlie Lucia: Yea, just I mean to help

Tom Koval: The entire road

Charlie Lucia: Yea

Tom Koval: The entire Farm to Market should be dropped. I agree, it's a raceway, it's a raceway.

Charlie Lucia: It is

Don Roberts: The Town can ask the County alright. Okay anyone else?

Tom Koval: Jason is there any reason you can't bring it right down to the property line to get it even further away? Or is there wetland restrictions?

Jason Dell: Yea, it's all the wetlands and to get the proper road geometry you know we would really get into that wetland significantly and we would pick up another 30 or 40 feet. Like I said once we get this little bit of clearing done right here in the right of way, we're going to have an excess of 800 feet of site distance.

Tom Koval: The suggestion is something to think about we did it with the school over on Sitterly, flashing caution light, with a sign, "Traffic Entering" or something like that. It seems to work over on Sitterly. I still notice it, which usually I don't notice signs, but something to think about when you guys do that site visit before we talk again. Would a warning sign, I'm sorry there is not much we can do about the traffic, I'm right on board with all of you, too much traffic in the Town already.

Charlie Lucia: Right, I think the better we can mitigate the risk

Tom Koval: Absolutely, I'm very concerned about the neighbors and the speed of the cars so between requesting a speed change with the County and maybe some flashing caution lights to slow people down. Is there a reason why there's tractor trailers and trucks on there? Can we maybe request a posting, a weight limit posting on that road? I know we have a self storage facility down below, and instead of kicking all that traffic onto Farm to Market if we post it with a certain weight limit it would kick it out onto 146, that's a State Road, what do you think Lyn?

Lyn Murphy: I can ask the Board to make that request of the County. Weight limits are much more difficult than speed limits, oddly enough, it has to do with the integrity of the road itself, in order to post. So on places where there is a lot of turns and steep slopes causes the asphalt to deteriorate so there's a lot of cases about interstate commerce affecting them because the bigger trucks are carrying goods.

Tom Koval: Right but that's if the County

Lyn Murphy: It is a County Road, we can ask them

Tom Koval: No trucks, no trucks.

Lyn Murphy: We could ask, I don't think that that will be successful, but I've already got notes to the Town Board, so we can ask absolutely. My question Jason is you were saying, and I usually don't ask questions but because of the concerns being raised by the Town Board members, I'm sorry the Planning Board members, that clearing that you're going to do pursuant to the traffic study who's going to maintain that?

Jason Dell: It would be, it's in the County right of way so it would have to be ultimately maintained once it's cut down by the County it's part of their

Lyn Murphy: Okay, you've gotten, you've had discussions with them?

Jason Dell: Well, that will be the next step.

Lyn Murphy: Okay perfect thank you.

Jason Dell: It's actually, its right in here too, it's just this little area right here

Lyn Murphy: Okay

Don Roberts: Okay so we will have a committee go out and look at things and see what develops, alright. Thank you very much.

Jason Dell: Thank you.

Bruce Tanski: Mr. Chairman what's the date on that so I can plan on that.

Don Roberts: They've got to work it out, we'll, they can contact Bruce right, let him know.

Richard Harris: I'll do it for next week sometime, we'll find out when the Board members can go.

Don Roberts: They'll let you know alright, okay, okay thank you.

Dawson Senior Center PDD – Major Subdivision & Site Plan

TABLED. A Public Hearing was held and the Board tabled the application for the proposed senior living facility and townhouse project to allow for a committee to visit the site to review traffic-related concerns.

New Business:

Brow Rx, 1581 Rt. 9 – Change of Use/Tenant & Sign (23.159 & 23.160)

Tom Koval: Anyone that was here for Dawsons that doesn't wish to stay, feel free to leave.

Samantha Przybylo: Good evening.

Don Roberts: Go ahead.

Samantha Przybylo: My name is Samantha Przybylo and I currently own the business located at 1581 Route 9, in Halfmoon. I operate a beauty industry location. We offer many different beauty services. I'm looking to expand to the unit next to me so it would be 1581 suite D, and we're looking to add a salon, a hair salon with two stylists to that location. There's no renovation, knocking down walls or anything like that. There will be two separate entities, two different entrances. I'm just looking to occupy that space next to me and I also submitted a sign request for that space.

Don Roberts: Okay, and the sign is going to be just replacing what was there before?

Samantha Przybylo: That's correct, the previous tenant already removed the sign, there is a picture of it behind you and it matches the one that's on my current unit next to it.

Don Roberts: Okay.

Samantha Przybylo: I do have a narrative from the sign company if you wish to hear it?

Don Roberts: Go ahead.

Richard Harris: You're just replacing.

Don Roberts: You're just replacing what was there?

Samantha Przybylo: That's Correct.

Don Roberts: That's fine because what was there before was fine.

Samantha Przybylo: Okay

Don Roberts: Questions by the Board?

Tom Koval: Ill make a motion to approve the change of tenant and to approve the change of the sign.

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Don Roberts: Second?

Alison Pingelski: Just a second, I have a question.

Tom Koval: Sorry.

Alison Pingelski: That's okay, you said you were going to have two additional stylists but in your write up it says three so that's including yourself?

Samantha Przybylo: That's correct.

Alison Pingelski: And your hours are going to be Monday through Sunday 8 to 8 with three part time people?

Samantha Przybylo: That includes hours of operation for the studio as well. The salon will be closed on Sundays and Mondays.

Alison Pingelski: Okay so it says available working hours are Monday through Sunday 8 to 8 so it's not going to be 8 to 8?

Samantha Przybylo: I'm sorry I included all operating, our hours for both units, the salon will be closed on Sundays and Mondays so only operating Tuesday through Saturday 8 to 8.

Alison Pingelski: Do we need her to make a revision on that application.

Richard Harris: As long as she said it.

Don Roberts: She said it, she said it, we're okay, and we're okay. Do we have a motion for the change of use and the sign? Do we have a second?

Charlie Lucia: Ill second

Don Roberts: A motion and a second for the use and the sign, correct? All in favor Aye? (All were in favor) Opposed? (None were opposed) Motion carried, good luck.

Samantha Przybylo: Thank you.

Brow Rx – Change of Use/Tenant & Sign

APPROVED. Board approved the use of 1,350 SF of space for an aesthetics boutique, with new signage.

Cam's Autocare & Motorsports, 12 Firehouse Rd – Change of Use/Tenant & Sign (23.161 & 23.162)

Cameron Suriano: Hi my name is Cameron Suriano, and I'm looking to have my change of tenant and sign approved for my new automobile shop.

Don Roberts: Okay what do you do there?

Cameron Suriano: Car maintenance, and motorcycle, dirt bike and sport bike repairs. So I saw you raised concern with the noise and motorcycles, I don't work on Harley Davidsons and I don't dyno tune or anything so it would be restrictive to just starting it up and making sure it runs correct, going on a test ride kind of thing. I'm pretty courteous to my neighbors I don't like nuisances myself so of course I'm dealing with motorized products there is some noise involved but only during business hours.

Don Roberts: When are the business hours going to be?

Cameron Suriano: They're 9 to 4, maybe 8 to 4 depends on if I want to come in early or not, but Monday through Friday. I don't plan on working on weekends, I might go in and do a little project on a Saturday but usually its doors closed kind of operation.

Don Roberts: Just you or do you have

Cameron Suriano: It's just me and there will be one employee, so there's just two of us.

Don Roberts: Okay, questions by the Board?

Tom Koval: I would suggest making your hours, 8 to 5 to cover in case you decide to stay here late or go in early.

Cameron Suriano: Yea I could do that.

Tom Koval: Monday through Saturday so if you're in there working or something on Saturday you don't have problems with the neighbors

Cameron Suriano: Understood okay, yea I agree with that.

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

Marcel Nadeau: Ill second it.

Don Roberts: All in favor Aye? (All were in favor) Opposed? (None were opposed) Motion carried, good luck.

Cameron Suriano: Thank you very much.

Cam's Autocare & Motorsports– Change of Use/Tenant & Sign

APPROVED. Board approved the use of 936 SF of space for an automotive repair facility, with new signage.

Hank's Hollow Sales Office Parking Lot, Staniak Rd. /Seashore Way – Site Plan (23.122)

Pat Jarosz: Hi, my name is Pat with VanGuilder Associates, I'm here tonight on behalf of the owner Bruce Tanski to request site plan approval to pave the parking lot on lot a located on the corner of Staniak Road and Seashore Way. The sales office currently has a gravel parking area and the owner would like to pave and stripe that area. That new lot will have 5 parking spots and one handicapped parking spot with an entrance on Seashore Way. When the projects completed the trailer and the paving will be removed when it's all said and done.

9/25/23

Don Roberts: Thank you, questions by the Board?

Tom Koval: I make a motion to approve the 5 parking spots to be removed when the sales trailers removed in the future.

Richard Harris: I hate to be that guy but there's six plus the handicapped overflow, just to clarify as shown on the plan.

Don Roberts: We've got a motion, and a second?

Marcel Nadeau: Ill second

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

Pat Jarosz: Thank you.

Hank's Hollow Sales Office Parking Lot, Staniak Rd/Seashore Way – Site Plan

APPROVED. *Board approved the construction of a paved parking lot for a home sales trailer, with a condition related to the removal of the parking lot at the time the trailer is removed.*

Don Roberts: Thank you, does anyone else have anything?

Charlie Lucia: I make a motion to adjourn

Don Roberts: Before we do, just a reminder, there is a holiday next time so the meeting is going to be on Tuesday October 10th not Monday, Tuesday October 10th. Okay we have a motion to adjourn, can I have a second?

Alison Pingelski: Second.

Don Roberts: Okay Alison second, thank you. All in favor Aye? (All were in favor) Opposed? (None were opposed) Motion carried, thank you, good night.