

**MINUTES MEETING
Town of Halfmoon Planning Board
June 26, 2017**

Those present at the June 26, 2017 Planning Board meeting were:

Planning Board Members: Don Roberts –Chairman
Marcel Nadeau- Vice Chairman
John Ouimet-absent
Tom Ruchlicki
John Higgins
Tom Koval
Richard Berkowitz

Planning Board Alternates: Cory Custer - absent
Mike Ziobrowski - absent
Thomas Werner

Director of Planning: Richard Harris
Planner: Paul Marlow

Town Attorney: Lyn Murphy
Deputy Town Attorney: Cathy Drobny

Town Board Liaison: John Wasielewski
Jeremy Connors

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

Rich Berkowitz made a motion to Approve the June 12, 2017 Planning Board Minutes. Marcel Nadeau seconded. Minutes Approved.

Public Hearing(s):

17.113/17.114 Lands of Baker Subdivision & Duplexes, 84 & 88 Fellows Road - Minor Subdivision & Special Use Permit

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

Duane Rabideau: Duane Rabideau from VanGuilder and Associates here representing Alton Industries Incorporated before the board for a proposed 4 lot subdivision and for a special Use permit for construction of two proposed duplex buildings. The parcel is located at 84 & 88 Fellows road which is just north of the Halfmoon Heritage Apartments and Pointe West Towne Homes complexes the proposal is to reconfigure three existing lots of land into four residential lots , the three existing lots are here up through here and over to here and up through here and down , that second one and third one basically is this parcel here. The proposal is to reconfigure those into four lots , they will consist of 1.67 acres which will include an existing family residence this house right here , lot B will consist of a little bit over 40,000 sq ft it will have this configuration here will be lot B , lot C is a little bit over 40,000 sq ft and would have a configuration right here thats lot C, and then lot D would have this configuration right here and that would be approximately be 1.2 acres of land which that will include an existing single family residence. Lot D and

Lot C are for two proposed Duplex units all the lots will be tied into public water , public sewer. Both single family residences will retain their existing driveways the driveway for this residence is right here and the driveway for this residence is right about here. The two proposed Duplex buildings will basically share a common drive and split off to each building this configuration of how we have this set up for the Duplexes basically minimizes disturbance to the vegetative buffer that is one of the reasons why we have one entrance here we have a vegetative buffer here which is the hedge row for the old Fellows road for the reconfigured to the new one. We had discussed this proposal with the highway superintendent and he saw no problems with the proposed curb cut as we show it and that is the request before the board.

Don Roberts: Thank you Duane, if anyone from the Public would like to speak please come up and say your name and address and make your comments, anyone like to speak? Seeing as no one would like to speak I will close the Public Hearing, I have one question Duane whose going to own the Duplexes?

Duane Rabideau: Alton Industries he will own both of them.

Don Roberts: Ok, thank you, questions by the board.

Tom Werner: Are there any suspected turning concerns in the driveway?

Duane Rabideau: No it's wide open both ways as far as you can see.

Rich Berkowitz: Who owns the land now?

Duane Rabideau: Baker

Rich Berkowitz: And they are selling to Alton or are they Alton? So Baker owns it now and they are selling to Alton or are they Alton?

Duane Rabideau: Yes, they are selling basically lot A,B and C to Alton Industries and Baker is retaining her house which would be lot D.

Rich Berkowitz: Who is Alton Industries?

Duane Rabideau: Al Parker

Rich Berkowitz: Excuse me?

Duane Rabideau: Al Parker

Rich Berkowitz: Oh Al Parker, so he is local?

Duane Rabideau: That's correct.

Don Roberts: Any other comments by the board?

Rich Berkowitz made a Negative Declaration Pursuant to SEQR. Tom Koval seconded. Motion Carried

Rich Berkowitz made a motion to Approve Lands of Baker's Minor Subdivision and Special Use Permit applications. Tom Werner seconded. Motion Carried.

Public Information Meeting:

17.034

Pinebrook Hills PDD, Farm to Market Road - PDD Recommendation

Don Roberts: Would anyone like the notice read? Go ahead Mike.

Mike Bianchino: Good evening my name is Mike Bianchino I'm here representing Ivan Zhdrahal Associates and the engineer for the project with me tonight Ivan is here as well as our attorney Don Zee. The project is a proposal for a Planned Development District the parcel itself is a parcel that was previously approved and filed as a standard residential subdivision with 49 lots 5 of the lots were proposed to be on Angle Lane, these were standard subdivision lots that were spread out throughout the parcel leaving some open space that was included in many of the subdivision lots and it was very segmented. The original PDD proposal that was made to the town board is for a conservation or a cluster subdivision it included 73 lots on the 90.3 acres that proposal was referred to the planning board for review after the previous meeting with the planning board we have revised and modified the plan to address several comments that were raised by the board the current PDD has 66 lots which is a reduction of 7 lots from the previous plan the overall density of the project is .9 units per developable acre , we eliminated one cull de sac from the original plan that had an associated wetland crossing and it also was much closer to Arlington Heights the elimination of that provided a larger buffer to Arlington Heights. The building lot areas are almost 18 acres , the common open space and the deed restricted space for the open areas is 65.6 acres of again common open space or deed restricted areas. As you can see the project , the areas in yellow are the proposed lots the areas in green are the proposed open space, there's a single point of access to Farm to Market road which is located in the same position as the approved subdivision that subdivision access point was originally proposed farther to the south but as a result of comments made at the public hearing for the subdivision that entrance which was originally here was relocated farther to the north to mitigate impacts potential impacts to the existing homes in this location. In front of the board the Planning Board currently is another subdivision which is located here that project is under review we've proposed a curb cut location here to provide access to that subdivision through our subdivision that would allow this project to have 2 points of access one through Rolling Hills and one through ours that also provides a second point of access for our subdivision from Farm to Market road and through Rolling Hills, as a result of comments previously made by the Planning Board we've allowed for a turnaround on Angle Lane as requested by the Highway Department and the Planning Board we've shown some land here to be dedicated so that that cull de sac can be built a round about can be built there that would allow the highway department to be able to have a turnaround there for maintenance of Angle Lane. The project itself as I said is proposed as a cluster which does require a PDD and approval by t Town Board , Mr. Chairman I know there was a traffic study prepared by the towns traffic consultant I know he is here tonight if you wt him to address the traffic I will skip over traffic?

Don Roberts: Yes I would so before we open the Public Information meeting I would like to have Mark Nadolney from Creighton Manning come up and please explain the findings of the traffic study.

Mark Nadolney: Good evening I'm Mark Nadolney Creighton Manning Engineering as Mike indicated we were contracted by the town to conduct the traffic assessment and as he summarized we did observe or evaluate one access onto Farm to Market road and then the cut through to Rolling Hills subdivision, we also looked at the Route 9 Kinns road , Farm to Market road intersection, the signalized intersection , we counted the intersection in April this year during the peak times in the morning and in the afternoon the peak commuter time periods that is 7 to 9 in the morning and 4 to 6 in the afternoon we also installed and automatic traffic recorder on Farm to Market road to get traffic volumes and speed adjacent to the projects to study the site access road, we then contacted the town to determine if there is any other known developments in the area there are 13 that we added into our background traffic and we also contacted CDTC which is the area MPO to determine what sort of general growth is in this area then we added that into our back ground assessment, we then determined how much traffic was going to be generated by 66 single family homes and in the morning we had approximately 56 morning trips during the peak hour obviously this development will generate traffic on either side of the peak hour but during the one hour time period it will be approximately 56 trips in the morning and 72 trips in the afternoon. Those are then distributed onto the roadway network based on existing travel patterns that were observed at the signal and on Farm to Market road and we

assigned the site generated traffic onto the roadway network to determine the impacts with and without the project. We did a level of service analysis at the signalized intersection and determined that there were two future conditions, one with a right turn lane on Kinns road associated with the development of Synergy the Synergy project and one without that right turn it was a sensitivity analysis we did because the geometric improvement is slated for construction as soon as Synergy moves forward, now if that right turn lane is constructed there were no changes to the Route 9 Kinns road, Farm to Market road intersection however if it is not constructed we do recommend reallocating some green time from Route 9 to the east west phase in order to mitigate some increases and delay on Farm to Market road, we would recommend decreasing the length of the cycle by approximately 17 seconds and moving some green time onto the east west phase, the last time we were here the board asked us to take a look at adding a protected left arrow onto Farm to Market Road that was something that we had looked at initially and it didn't have a great benefit so that was something that we did look at but we did not recommend, another question that came up at the last meeting was can we completely balance green time and delay on Route 9 and Farm to Market road and Kinns road and so that the traffic on rte 9 and the traffic on the side streets is equalized so to speak so we did go back and take a look and you could reallocate another 10 seconds from the main line onto Farm to Market road and Kinns road it would decrease a delay on Farm to Market 8 to 10 seconds but it would increase delay about 10 seconds so your kind of moving delay from the main line to the side street which DOT does not like to do because Route 9 is the arterial and its more of the distributor onto the highway so that would be something that we would discuss with DOT if they would be comfortable moving more time than just getting the side streets back to acceptable levels of service. The access road on Farm to Market road would operate at a level of service B which is approximately 12 seconds of delay trying to access the development and it is also noted that this development is in the northern Halfmoon GEIS so it would have to contribute traffic fees to the town. The 85th percentile speed which is the speed that if there were a 100 vehicles driving on Farm to Market road the speed that 85 vehicles are traveling at 85% of them are traveling that was 55 miles an hour the posted speed limit is 45 so people are doing 10 miles over the limit which is unusual, usually we see about 5 miles over the limit but in this case drivers are going approximately 10 miles over the speed limit, the site distance looking left and right exiting the development is a little limited looking to the left for that 55 mile an hours speed limit however its not critically limited we dont recommend any signing associated with that, however there is the recommendation in the report that some additional traffic enforcement could be implemented to hopefully reduce speeds out there and or providing driver feedback signs in order to calm traffic out there to let motorists know they are going at least 10 miles an hour over the speed limit so that is one of the recommendations in the study. Vegetation along the site frontage should be cleared and any signing should be located at least 15 feet back from the travel lane in order to maintain the site lines. SO those are the general broad brush strokes of the analysis and that was pretty much what we represented and tried to answer some of the questions that were brought up.

Don Roberts: Thank you Mark. Hold on just a second Mike would you like to respond to that?

Mike Bianchino: No I just want to summarize I mean yes we as we said before whatever the recommendations are from the towns traffic engineer consultant as we get through subdivision we will work with the town and do what we need to do to address those issues.

Don Roberts: Ok the raised issues that were

Mike Bianchino: Yea the site distance and all of that, and just again just to summarize this is a planned district development it needs to be approved initially by the town board then it comes back to the planning board obviously your referral to them is required first and just to summarize again we feel this layout is better than the layout that was originally approved as a standard subdivision its a cluster layout it has smaller lots it does allow for more desirable open space and the open space is more contiguous and there is more open space along the frontage, the lots on Angle lane have been eliminated the PDD as proposed is consistent with the northern Halfmoon GEIS, the original waterline improvements that were included as part of the approved subdivision are still proposed and that is an upgrade and that is an extension of the waterline from the existing location on Angle lane down to Moreland dr. that allows a looping of the towns system that was originally proposed as an 8 inch line but its been upgraded to a 12 inch

line at the request originally it was upgraded and we will continue to do that upgrade as a 12 inch line , in addition to that there is a public benefit that because this is a PDD we did offer a public benefit that was the extension of a waterline on Staniak road from Johnson road to serve some existing residents who dont have water in that area and have been talking with the town board about a water line extension in that area and that is proposed as part of this project and that will be done as part of the construction of the utility work, so that is proposed so the upgrade from the 8 inch to the 12 inch line is part of this public benefit as well as the extension of 2000 feet of waterline to serve residents on Staniak road we do feel in summary that this PDD does offer an improved layout it is more environmentally sensitive and provides contiguous open space, is consistent with the GEIS and we would hope that the planning board agrees and would provide a positive referral back to the Town Board.

Don Roberts: Thank you Mike, along those lines I would like to explain this is a Planned Development District so that means that the responsibility of this Planning Board we do not have final approval of this application as it stands right now we are to do the application listen to all the comments and we make either a positive recommendation or negative recommendation to the Town Board that's what we are here for tonight, so that being said I would like to open the Public Information meeting if anyone would like to speak please come up and say your name and address and give your comments, yes sir. You have to come up here its recorded for the record.

Dan Ziarno: Hello my name is Dan Ziarno 41 Gladstone Circle in the Arlington Heights Community, question on the water line that's coming through, right now our water comes from over Farm to Market road to Route 9 and we are the last spot at the end of that waterline and our pressure is very low so I'm wondering if the water lines can be added now is that going to connect to the waterline that we currently have at Arlington Heights and will that increase the water pressure?

Don Roberts: Mike would you like to respond to that?

Mike Bianchino: Our connection is from an existing 12 inch that's located as I said on Angle which is one of the major lines that provides this water tank up here , it provided an interconnection for this area, the request originally by the water department was to make that interconnection down to Moreland Drive sorry Rich , down to Moreland Drive in this location to loop the system, now I'm not sure Arlington Heights which is a little bit farther south is interconnected at that point or not so I'm not a 100 % sure its something that the water department has to answer I dont recall if Arlington Heights is just served from one direction or if that's looped in that location.

Don Roberts: We will have to look into that, that's all we can do at this time.

Dan Ziarno: I have one more question , my wife and I have lived in this home in Arlington Heights now for its been going on nine years and we have seen the traffic increase on Farm to Market road and this would make it even more difficult to make a left hand turn from Farm to Market road onto Route 9 and I know I believe the gentleman that spoke before Mark said that a study was done to show that it wouldnt be any benefit to put a left hand turn signal there but from a resident perspective I know most of us who live along Farm to Market road feel it would be a benefit so Im curious what kind of study was done to show that it would not be a benefit to put a left hand turn signal there?

Mark Nadolney: It would benefit people on Farm to Market road but what would happen is your adding another phase to the signal and what would happen is that then you would have degradations on the other approaches so you'd be moving one issue to some of the other approaches so I agree for that one approach you would be better but then you would be impacting everyone else so rather than just move the problem and reallocating green time from the mainline to Farm to Market so that's our recommendation so it is something we looked at but it's just moving a problem, because your adding a phase to the signal so there is only so much time in a cycle , say there is a 120 seconds in the cycle if you take a portion out and give it to Farm to Marked road exclusively and then you have to steal it from someone else and that's the issue.

Dan Ziarno: I appreciate the explanation but I do feel as a resident there in Arlington Heights a lot of us on Farm to Market road its extremely difficult to make a left hand turn there and I know it wouldnt benefit the other roads coming in but a turn signal there would really help the residents who are having a difficult time getting onto south bound Route 9 there so if anything can be done to look at that further or hear from other residents who are concerned I'd appreciate that.

Don Roberts: Ok, Thank you.

Stanford Zicolo: My name is Stanford Zicolo I live at 3 Saville Row in Arlington heights , Mike I have to forgive my ignorance because I dont have a lot of information on this subdivision, these are single family homes I heard that they were standard lots will they have one car or two car garages? Can anybody answer my question do they have one car or two car garages?

Don Roberts: I believe two car garages right Mike?

Stanford Zicolo: Ok then your consultant has grossly underestimated the traffic he claims 66 cars for the subdivision I think the demographics in this area are closer to two cars per garage per household and looking at that map this is the first time I've really studied it your not only going to have an increase of more than one car per household in the proposed subdivision but you've got more lots that are going to come through and use that so I think 66 as a load onto Farm to Market road is way , way under estimated.

Don Roberts: Thank you sir, Mark?

Mark Nadolney: It's a common misconception when we talk about trip generation and when I said 56 am trip and 72 in pm trips thats not total traffic generated by the development by the course of the day thats during the worst case hour so over a course of 60 minutes , even though a house has two cars doesnt mean those two cars leave the house over the course of one hour , my wife and I have two cars in our house she is a teacher and I'm an engineer I work down in Albany I leave an hour and A half before my wife leaves the house my house generating two trips but they are just not during the same of day , the trip generation data is based on hundreds of studies done all across the country and we've got this question from the town in the past so we have actually gone out and counted subdivisions with in the community of Halfmoon and found out that the rates are actually even a little lower than what national studies are saying so the rate is based on very good sound engineering data that is used all across the country and its not that the developments are not generating more than one car during the course of a day its just during that peak hour so its very specific to a peak hour not over the course of a two hour period in the morning when your generating traffic on either side of that worst case hour so we are always focusing on that worst case hour and thats a very common misconception.

Don Roberts: Thank you Mark, anyone else?

Robert Charbenaux: Hi my name is Robert Charbenaux 23 Saville Row Arlington Heights, I've got one question for your engineers then I've got one comment what is the buffer between the closest home in the new development to Saville Row? And I just happen to be on the back side of Saville row so 23 so Im going to be closest to it. What's roughly that distance?

Mike Bianchino: This is the loop that the gentleman is talking about , the closest lots are probably here thats probably at its closest location it is probably 60 or 70 feet in its farthest location from here it is several hundred feet but I would say it's these here but this is the from here to here

Robert Charbenaux: So three hundred feet, so he just measured, thank you. and I will follow up with Mr. Zianos comment on traffic and getting out onto Route 9 going south on Route 9 off of Farm to Market I mean I've sat there sometimes 2 or three lights because you can get 2 or 3 cars out if you've got a car in the front of that road thats taken

a left hand turn he doesnt get to go until its all clear so I know that they did their study , Creighton Manning did their study but I'm telling you and I understand that your going to move the problem but you are going to make it much worse once you've got more traffic coming out of there , its difficult enough coming out of there now so I agree with Dan if someone could take another look at that we would appreciate it. Thank you.

Don Roberts: M'am ,

Mary Zukolo: My name is Mary Zukolo and I live at 3 Saville Row in Arlington Heights, and just from a personal perspective I would like to tell you what it is like when you come up Route 9 and you want to take a right onto farm to Market road and your sitting there and the car behind you thinks you can take a right on red but you cant take a right on red across from Kinns road and also you've got the cars coming in the other direction when the light changes but we cant see the lights change then those cars can come down and make a left onto Farm to Market road so your in a very bad position there you know , one of the bad positions the other bad position is what the other gentleman has said when your sitting in your car waiting to take a left forget it you know and its only gonna get a lot worse and plus driving on Farm to Market road is terrible because people dont obey the speed limit at all so unless they enforce something forget it ok. Thank you.

Don Roberts: Anyone else?

Tami Cardinelli: Hi my name is Tami Cardinelli and I live at 316 Farm to Market road , we have a lot of concerns with this development one would be that last house that was shown on there that is my house and my house is built into the hill so our bedrooms are level with the road so all that traffic that comes out those headlights are going to directly come into our bedrooms our sleeping rooms, the same with the gentleman I believe he sent a letter that lived next door but my concern is where are all the houses in Victor Farms who also will be impacted by this development that are down next to us because there second level is also level with the road.

Mike Bianchino: As was described when the original subdivision was proposed the original driveway was down here it as a result of this same comment that was made back then the driveway location was moved farther to the north which it is now it is still offset from these two houses there is a lot of existing vegetation in this location.

Tami Cardinelli: But the vegetation is not there in the winter time.

Mike Bianchino: True but the driveway itself, the roadway itself is not directly across from the driveway

Tami Cardinelli: It is directly across from that now down in Victor Farms that it is going to impact directly into this persons house I dont know if they are here or not tonight but that is also a concern , I dont know if it s possible I mean

Don Roberts: Is it going to affect your house?

Tami Cardinelli: It is going to affect my house greatly, not only do my children get on the bus there right there in front of that house now there's 56 more or however many more cars at the busiest time they are out there waiting for a bus and as it is right now we have to make them go up only half way up the driveway till the bus stops and then let them go all the way up there and thats a big problem the school busses back up traffic like you cant believe in the morning on Farm to Market road its hard for us to get in and out. My other question was how far away from Farm to Market road is that first house that's going to be across from us?

Mike Bianchino: The set back along that section is 100 feet from the right of way Farm to Market back to the first lot line.

Tami Cardinelli: Ok and when they bring through water and sewer that are going to go in there that will impact which side of the road will that be on?

Mike Bianchino: Let me go back to the previous question , the set back here is 100 ft but the actual distance from the corner of that lot to the corner of lot 316 is 300 feet, the water line itself will

Tami Cardinelli: Wait to my front yard your saying is 300 ft?

Mike Bianchino: Yes 300 feet, from here down to your house. The waterline itself was proposed right now to come down to here to practically the end of the property and then cross under Farm to Market road to its beyond the end of your driveway so its really towards where your property line is thats the conceptual plan the final plans haven't been done yet the conceptual plan at this point is it will run down to this point and it will cross a diagonally across the road to the south end of your property corner.

Tami Cardinelli: Will they leave all that vegetation will stay at the roads right there so that will be forever wild right there or will you see that development, are they clearing all that green space?

Mike Bianchino: No we are not disturbing the green space, the green space is not proposed to be disturbed other than the area where the traffic consultant recommends that in an effort to improve site distance that some area be cleared but I dont believe that there is a lot of existing vegetation along that road that we are proposing to disturb.

Don Roberts: Mike while you are there is there any possibility to look at the screening or burm to mitigate the headlights going into the houses?

Donald Zee: If I may approach the Chairman my name is Donald Zee I have an aerial photograph of the area in question where we propose a road where the existing homes are so you can see the vegetation, this is where the home on Victor

Tami Cardinelli: There is about 6 of them now

Donald Zee: Right but here's the one last week and this is the home I think a gentleman wrote in had concern this is the spot that we are proposing a curb cut onto , Farm to Market so we are saying as Mike said that there is substantial vegetation there.

Tami Cardinelli: There is but it is all schemas and vines and stuff that died very quickly.

Don Roberts: Again if you could look at possibly doing some screening or burming there to help mitigate the traffic, I mean the headlights.

Donald Zee: If we came back to the Planning Board obviously that would be an issue and we would consider some sort of additional screening if it's appropriate.

Don Roberts: Thank you

Mike Bianchino: And again the last photo I handed you Mr. Chairman was a photo during leaf off or Fall period where there is less Ms. Cardinelli you can see her house in the photograph, my concern is always is that building burm and adding trees ends up disturbing more than it adds but like Don said we will look at that when we are doing design work.

Don Roberts: Great thank you.

Tami Cardinelli: My other question is about your connecting another development and now those people all go down Farm to Market road they go to Cary road and they go into the other development now you have all these cars stopping and turning in and using that shortcut to their other development, what impact, I mean that will impact me even getting in my driveway but it will impact the traffic on Farm to Market road greatly, has that been considered? So where the normal car would go down Farm to Market road and they would turn at Cary road and they would go into the other development now we have this road that cuts through so everybody can take a shortcut through right there and that goes into the other development now.

Mark Nadolney: I believe your talking about people using this to cut through all the way up yes so we did take into account traffic associated with this development and add traffic so it wasn't just traffic associated with this we did look at traffic associated with this and as far as Rolling Hills its a little bit of a saccades movement to come all the way up through there I dont believe we took into account any of that traffic so that traffic will still pass the site here you know if you have a couple of additional left turns making the left in its not going to create a condition where delay is going to be so much that where we would change our recommendations but we did take into account all this traffic up in here thats part of our study we did.

Tami Cardinelli: Ok, sorry I have a lot of questions

Don Roberts: You have more questions?

Tami Cardinelli: Well my biggest concern is the kids getting on the school bus and the traffic and I know the police do sit there , the State Troopers and they monitor it and when they do traffic is beautiful there's no problem getting in and out of the driveway but the minute they leave we get people just flying through there again and I dont know my concern also is with that driveway being so close to that curve there were just two accidents there this week ya know at that curve people coming around too fast what's that going to do if and I believe the gentleman said when you look left you have limited visibility and now these people are coming flying through and people are making a right or a left out of that new development what that is also going to impact Farm to Market road or how. Just things that I really think that need to be considered because I mean we have a lot of traffic, we bought our place and it was kind of a nice country place and its really become crazy with traffic and people dont care and they'll just fly through there and my kids play out there everyday and it really makes me nervous so anything you can consider I'd appreciate.

Don Roberts: Ok, thank you very much, anyone else?

Joe Murray: Joe Murray 35 Gladstone Arlington Heights , Its not only the developments along Farm to Market road but thats an access road from Mechanicville really a way to get Halfmoon and Clifton Park and any development down that way is also going to affect the traffic and that light is the issue, the light that Route 9 is the issue and its going to become more and more of an issue and I know the traffic guy said that it really couldnt be mitigated but as a resident something has to be done.

Don Roberts: Thank you, anyone else? Ok Rich would you please read the letter from the neighbor into the record?

Richard Harris: Sure, this is a letter received via email on 6/25/17, (Lynn Murphy read the residents letter)

From: [REDACTED]
 To: <rharris@townofhalfmoonny.gov>
 CC: [REDACTED]
 Date: 6/25/2017 11:00 AM
 Subject: Comments for Public Information Meeting - Pinebrook Hills PDD

Director Harris,

Thank you for your time and consideration to pre-review the Proposed Pinebrook PDD with me in your office.

Unfortunately, I am unable to attend the Planning Board Meeting scheduled for June 26. As such, here are my comments and concerns on the proposed "Project".

I am not opposed to the "Project" in general, but I am opposed to the planned intersection with Farm to Market Rd. My opposition is based on multiple issues, as follows:

- The adverse impact on our quality of life. One of the reasons we purchased our home at 318 Farm to Market was the serenity of country living and the independence and privacy from not living within a developed community.
- Loss of privacy due to increased traffic. The new intersection will incur increased vehicle activity, which will be especially noticeable at night with vehicle headlights hitting our house. It is further compounded by the fact our house is situated lower than the road, causing the lights to hit the second floor sleeping rooms. This is not an issue today. In addition, our egress to and from our driveway will be impeded by the increased traffic.
- Concern for Highway public and personal safety due to increased turning traffic. This section of Farm to Market is a "dragstrip". The potential for abrupt and out of control stops, skids, swerving and accidents will place the public and property at increased risk for harm and damage. The Sheriff and State Police do a great job attempting to control this issue with a regular presence, but as soon as they leave, it's back to the increased speeds. As we discussed during our conversation, the Town's own traffic study for the "Project" confirmed vehicle speeds are consistently and considerably higher than the posted speed limit.
- The increased traffic is NOT only a concern for the proposed "Project" residences, but an increase from the established Rolling Hill's Community as well. The convenience afforded by the new intersection allowing a more direct connection to Farm to Market Rd, will have many Rolling Hill homeowners avoiding their normal trip to Cary Rd, then on to Farm to Market.

Are there any proposed/planned underground utility upgrades associated with the "Project", such as sewer, water, gas/electric, etc. anywhere along Farm to Market? In particular any course of lines on the south side of Farm to Market Rd, directly in front of my house (318) and my neighbor's (316), prompting concern for any disturbance to established paved driveways and lawns.

Thank you for the opportunity to comment, as well as your consideration and for our representation at the Public Hearing.

Sincerely,

Bryan and Mary Buck
 318 Farm to Market Rd.

cc:
 Joe and Tammy Cordiano
 318 Farm to Market Rd.

Don Roberts: Thank you Lynn, at this time I will close the Public Information meeting, comments by the board members?

Marcel Nadeau: Mark I just have a question about you mentioned a turning lane on Farm to Market going onto 9 with something called Synergy what is Synergy?

Mark Nadolney: Synergy is a large development in Clifton Park located in the northwest quadrant of Route 9 and Kinns road as a multi phased project that identified an impact at Kinns, Farm to Market Route 9 intersection and their proposed improvement was an east bound right turn lane on Kinns road, so that was the geometry associated with their development but if they don't move forward then that right turn does not constructed.

Marcel Nadeau: That's on Kinns road not Farm to Market

Mark Nadolney: That's right.

Tom Werner: Mark I would like a follow up on that how would the construction of that right turn lane facilitate the morning peak west bound movement on Farm to Market? Explain to me how that helps that movement.

Mark Nadolney: By increasing capacity on the east bound move it creates more gap for traffic on the west bound so anyone that's making a right turn right now from Kinns road potentially can, takes precedence over someone taking left turn off of Farm to Market so if you can separate and provide that separate right turn lane and say they can make a right on red and they can bypass the throughs and lefts by increasing capacity on Kinns road it then essentially increases the capacity and increases the amount of available gap for someone to try and make a left off of Farm to Market so it does help the other side of the road by having the east bound approach operate a little more efficiently it will create more gaps for the west side

Tom Werner: Well primarily the opposition to traffic either going through or left turn west bound on Farm to Market is through traffic from Kinns proceeding west onto Farm to Market or making a left to go north on Route 9 so it may have some impact but I'm not sure it's the panacea for what you're talking about, I think that the outcome, the answer is going to be a left turn lane on Farm to Market and possibly a left turn lane on Kinns and we know that corridor is going to continue to see more developments, more traffic and there's an absence of good east west routes in the Town of Halfmoon so it's going to continue to grow.

Mark Nadolney: Agreed.

Marcel Nadeau: Mark your theory on the right turn that's fine but there's so much traffic from Kinns road you don't get a break to cross in there, I understand what you are saying it does flow for Kinns road but it does nothing for Farm to Market road.

Mark Nadolney: So imagine a stack of cars and say half of them go through and half of them make a right turn but they are all kind of stacked in one lane if there's not a separate lane that means a right turner is now the lane with the through movement behind it so as they get to the intersection that vehicle that wants to make a through move has to wait for the right turn but if there if they are side by side they're now closer to the intersection, they are closer to making their movement and so just them stacking side by side increases the capacity of that movement so if you have to wait for someone to make a right turn and they can make the right turn faster that in turn helps the other approach that's the whole, when you watch it in a simulation you'll see that.

Rich Berkowitz: What about people, if you're having right turns and straight through turns and people going straight through the intersection if you have a lot of people making right turns off Kinns road then people on Farm to Market

can shoot the gap and cause a left turn movement this having to have to wait for all those cars to come straight through Kinns road to Farm to Market so in that respect it could cause more delays.

Mark Nadolney: Well if the throughs can get through faster then you dont have to wait for the gap hopefully they get through

Rich Berkowitz: But if you're causing more traffic on Kinns road there might not ever be a gap

Marcel Nadeau: That's what I was saying Rich.

Rich Berkowitz: I know how it works theoretically but in reality you might cause more of a problem at least on the Halfmoon side the Clifton Park side is gonna be great , the Halfmoon side might not be as good, and also if you do increase the amount of time on the green light on Route 9 its 2 lanes of traffic going up Route 9 versus one lane of traffic on Farm to Market, so if you increase the Farm to Market your gonna help Farm to Market your gonna increase Route 9 , you might not affect Route 9 because you have two lanes going up.

Mark Nadolney: It will affect it incrementally it wont affect it as much as Farm to Market it will be maybe one to two relationship yes because there are two lanes so taking green time off of the main line is not as much of a determent as say taking it off of Farm to Market your right.

Rich Berkowitz: Now Farm to Market is a county road?

Mark Nadolney: Correct

Rich Berkowitz: And state road is Route 9?

Mark Nadolney: Correct

Rich Berkowitz: So Halfmoon doesnt control that intersection we can just request and make recommendations on what to do with that intersection?

Mark Nadolney: Yes , and DOT is aware that there are delay issues there was the State Wide Transportation improvement Program that is published by DOT did recognize that there were issues at that intersection and they do know and will continue to monitor it and as delay increased they will start to investigate opportunities to improve that I do know that within the last probably year they've gone out and changed some signal timings to accommodate more traffic on Farm to Market road so it is an issue they are aware of and to your point this intersection is actually in the town of Clifton Park

Rich Berkowitz: It's a shared intersection

Mark Nadolney: Well the line is I think to the east

Tom Werner: Right up the middle of the road

Tom Ruchlicki: One thing I want to make a comment on your talking about making this right hand turn lane coming out of Kinns road that improves everything on that side of 9, the other problem that exists is the people that wanna make a left hand turn coming out of Farm to Market have to cross 3 lanes of Route 9 their intersection turn is twice as wide as that right hand turn is scooting by on Kinns, so my way of thinking is while you would be changing a time sequence that would affect the main flow on Route 9 for the safety thats inherent to having a turn signal for the people trying to get out of Farm to Market offsets that time delay if and I got to use this as an example cause I'm sitting here and I'm listening to all these comments and all your , and not that what your saying isn't right but when

you look at 9 and 146 up in Clifton Park and if they can sequence that light in such a manner when I come home from work that rarely does the next light up at Fire road stop traffic so that its in my way to make a left hand turn and go north on 9 this is a much simpler intersection I cant understand why they cant do something there whether its with the timing of the light the left hand turn signal regardless of the state highway being delayed. The state highway in that area is not as busy as one thinks it is the state really I meant the way they're looking at it , I understand its their road they want to keep it flowing but there also comes a point and time when they've got to realize that flow that they want on Route 9 its interrupted several other places north and south of there and they dont seem to be concerned with it, the intersection at Ushers road at Corpus Christi Church isn't even close to that there's a right hand turn there but the people coming out of Ushers road dont have the problem they do on Farm to Market making that left hand going south, and I honestly believe it all has to do with the sequencing of the way that light is and if they put a turn signal in or if they dont if they could just change the timing on it , it would be different than it is , it really has a lot to do with those people coming down that hill and having to come across two north bound lanes on 9 , the people coming out of Kinns that manage somehow to get by the people who want to go straight or go right cause they are making a right hand turn there and they are in the ditch of the road and if you go and look at the side of the road you'll know its all old pot holes in there , we keep fixing it , the people keep doing it , that in itself creates a problem for the people that are trying to make that left hand turn because there's just too much action coming up Kinns to be concerned with when your trying to make that left hand turn and just my opinion.

Don Roberts: Mark, DOT is monitoring this and hopefully something can be done in the future , hopefully.

Marcel Nadeau: Mark I have one more question your familiar with the light further down on Kinns road and plank road?

Mark Nadolney: Yes

Marcel Nadeau: How did they get that left turn arrow for that road? Cause its the same traffic isn't it?

Mark Nadolney: How did they get it?

Marcel Nadeau: Yea

Mark Nadolney: Oh I dont know, I would have to do some research on it , I know the intersection but I'm not sure how the geometry

Rich Berkowitz: Cause they have a left turn for Kinns road for going west

Tom Werner: And I can tell you that that was at the request of Town of Clifton Park to the County, Saratoga County DPW so they put that left turn arrow in.

Rich Berkowitz: So how do we get that request put in

Tom Werner: And they took a two phase signal and made it a three phase signal

Tom Koval: Mark I have one question , on the Synergy project what did you use for your model for traffic on that , what its approved for or is, Tom you probably know wasn't that approved for industrial, light industrial? The Synergy project on the west side

Tom Werner: Yes it was light industrial

Tom Koval: It was light industrial with truck traffic and everything for your traffic analysis?

Mark Nadolney: Yes it was we had the study from Synergy project and took it from that study

Tom Werner: I think the original proposal had 9 pad sites within that tech park and it had full access from Route 9 and also on Kinns road

Tom Koval: So it was a dual access

Mark Nadolney: I think it had two accesses, on Route 9 one on Kinns.

Tom Koval: Ok thank you.

John Higgins: Don I have a question did you also possibly look at adding a lane for going straight or making a right and heading north on Route 9 and then having the other lane dedicated strictly making a left?

Mark Nadolney: On Route 9?

John Higgins: No, on Farm to Market we talked about this before

Mark Nadolney: A separate left turn lane?

John Higgins: Either a separate left turn lane or a separate right turn and a going straight lane.

Mark Nadolney: right the biggest benefit would be a separate left turn lane so we did not look at specifically because they said the analysis didnt show that there was a large degradation associated with this project, I understand that there is a cumulative impact and it will continue to get worse but the impact from this project did not warrant the construction of an additional lane on Farm to Market road its not like they are adding so much traffic that the tip the bucket over and now people can not get through the intersections so typically thats what the traffic analysis will look at if you get to a level of service F after you build your project well then you have to mitigate that F , we were not at that condition here so that was not something we looked at so since we are not trying to mitigate on that we didnt look at a separate left turn.

John Higgins: But you are talking about making recommendations to the state to change the sequencing on the lights

Mark Nadolney: the timing yes

John Higgins: The timing, I would think that talking to the state and the county about adding a lane there might be another alternative, again it's just

Mark Nadolney: I understand but as far as this developers responsibility for it so someone would have to pay for that lane and is it this developers responsibility not based on the amount of traffic they are generating

John Higgins: No, no I'm not talking about that, I'm not talking about specifically just for this one project but that has been something that has been discussed for several years and it keeps getting put away that oh the county wont agree to it or the state wont agree to it well unless we keep hitting him with these things they are never going to agree to it and sooner or later your not going to be able to get out al all on farm to Market road.

Mark Nadolney: Right and its a bigger, its a larger question than this project we were asked to look at this project and we looked at the impacts of associated with this project so those are the recommendations that we provided based on the impacts of this project not future elements that potentially could occur and add additional traffic so I agree, at some point it will have to get addressed but not as part of this project in our professional opinion.

Don Roberts: Ok, thank you Mark, anyone else? Joe you have anything to add to this? No?

John Higgins: Are we back with Mike because I do have some questions for Mike. Mike there is a gray area right next to lot 62 what is that? is that a connecting road in the future ?

Mike Bianchino: Is that right here John?

John Higgins: Yes

Mike Bianchino : Yea the original subdivision had two sub streets that were left one was here to the lands that were formerly Tribley is the name that I remember back in the day which was an area over here , where nothing was proposed but for planning purposes a stub street was left there and the original proposal also had a stub street that was left to the lands of VanWert in the event that something ever happened which as the board knows it has and the original proposal also included a connection to angle lane which is no longer proposed.

John Higgins: Why did you propose to put this sub street there and instead of further north or further west?

Mike Bianchino: As I recall from that original plan there is a wetland complex in this area that would not allow a crossing here to make any sense so I believe it was left at that time down here because this is an upland area

John Higgins: ok and I see that you've given a 100 feet road front green buffer per the GEIS is there any way you could push that back and give it a little bit more road frontage buffer and still maintain you know the houses that are there maybe push it back 200 feet?

Mike Bianchino: As a result of the comment you had made originally about some increased green space we did eliminate this cull de sac here so that buffer was increased there the reason we didnt do that here was the lot width on these lots is such that we cant eliminate 2 and get the same number we reduced our number by eliminating

John Higgins: I wasn't asking to reduce why can't you push it back?

Mike Bianchino: There is some wetland area in here that we are avoiding.

John Higgins: Ok that was my question, thank you.

Marcel Nadeau: Mike looking at the entrance again is there any possibility at moving it maybe another 25 feet or taking a little bit of property from one and two and bring it over is that doable?

Mike Bianchino: So making these lots on this side a little bit

Marcel Nadeau: You know if you could move it down 25 feet what are you stealing from those lots to still make it cause you've got a 100 feet there correct from the road?

Mike Bianchino: We've got a 100 feet there yes, your saying Marcel to take this road and slide it over here?

Marcel Nadeau: Yea.

Mike Bianchino: The vegetation that exists along this ridge that slope that comes down , the question was can we look at sliding the road 20 more feet to the north east and we could look at that , the concern I think originally was that , as was pointed out there are some existing , there are some new houses that are located here with Victor Farms those houses there is some existing vegetation there the farther north you go the less vegetation there is but certainly there is some vegetation there.

Marcel Nadeau: I think it would reduce the problem for the closer houses I think it will create a problem for the Victor project but I think this would be more.

Mike Bianchino: We can look at that, absolutely

Rich Berkowitz: If this gets to the Town Board have they had a Public Hearing yes?

Lyn Murphy: No and they are required to pursuant to the statute.

Rich Berkowitz: So if we send this back to the town board they have to have a Public Hearing?

Lyn Murphy: Correct

Rich Berkowitz: And all of these concerns would be addressed by the town board which has priority over us on this

Lyn Murphy: they will get all of the comments that were raised here at the public hearing plus if everybody comes back and speaks again, I mean they get a copy of the minutes that includes all of the comments and they would go forward from there.

Don Roberts: And they will have their own Public Hearing,

Lyn Murphy: They will have their own public hearing, this is an informational meeting they will have an actual formal public hearing.

Don Roberts: You are welcome to go and speak at that as well and voice your concerns once again.

Rich Berkowitz: They will hear all the concerns we have about the traffic and the residents have about the traffic?

Lyn Murphy: The Town Board has been working tirelessly to try to get the state and the county to upgrade that intersection they've offered money, they've offered grant projects, they've offered all kinds of things all of which have been unfortunately turned down based on various things so they are very cognizant of the issues at that intersection and I'm sure will happily listen to the concerns of the residents and attempt yet again to address them with both the County and the State.

Rich Berkowitz: I just have one question also is anybody looked at the police reports as far as traffic tickets issued on that road and is it people passing through or is it residents on that road who are actually speeding? Mark would you know that?

Mark Nadolney: No, tickets I have no idea

Rich Berkowitz: No one ever does a breakdown on whether its residents who are speeding or just people passing through from other areas?

Mark Nadolney: Not in the past 17 years

John Higgins: The answer was no just for the recording

Marcel Nadeau: there is a lot of traffic that also goes to the golf course as well and that is a main through fare for it as well as through Mechanicville.

Rich Berkowitz: That's why I asked if it was, there is also a person cutting through to go to Mechanicville and Stillwater.

Mark Nadolney: I do know that when we look at accidents they usually redact the names and addresses so it might be tough to tell if you make a foil request for public records they may redact the locations where these people live so.

Don Roberts: Ok anyone else? We have been asked to make a recommendation to the Town Board what's the Boards pleasure?

The Planning Board decided at this time to make a Negative Recommendation. Tom Koval Made the Negative Recommendation for the Pinebrook Hills PDD. Marcel Nadeau seconded. Motion Carried.

17.073 Graybar Electric Co. Inc., 2 Werner Road- PDD Amendment Recommendation

John Montagne: Good evening everyone John Montagne, with Greenman Pedersen Engineering, with me tonight is Chuck Dunham from Graybar Electric and if everybody wants to do a seventh inning stretch Id be more than happy to let you all stand up and stretch its been a while. What Id like to do first off before I start is just let Chuck come up and just say a few words about who Graybar has been a resident in the Capital District but I'll give it to chuck for a second.

Chuck Dunham: Good evening my name is Chuck Dunham I'm the branch manager of the local Graybar Electric Company Branch in Albany. Graybar has been around, first off we are electrical wholesalers we sell product electrical and conduit products to the construction, industrial commercial markets. Graybar has been around since 1869, we are one of the largest employee owned companies in the country, we employ about 8500 nationwide and we are corporate in St, Louis have roughly 300 locations nationwide in most of the major metropolitan areas, the Albany marketplace is basically Ulster County north to the Canadian bordering states to the east and west to the other side of Amsterdam. Graybar is a sales last year were roughly 6.5 Billion dollars annually nationwide, we are wholesalers , most people dont know who we are because we dont advertise we are not on the retail market we are wholesalers , we have been in the Albany market since 1929 at our current location which is at the end of the port of Albany since 1968 we've outgrown that location , we are kind of boxed in cant expand we wanted to put in an 18,000 sq ft addition and the cost was getting prohibitive to do it down there so we looked to move , we've been looking north of Albany but everybody else for the last 25 years have been moving north not south and we feel the place we are looking at 146 off of Werner is the place we want to be.

Don Roberts: Ok, thank you.

John Montagne: Thanks Chuck, so very quickly here we are looking for an amendment for an approved PDD that was approved about 31 years ago this is currently knows as the Halfmoon Industrial Park originally proposed as the Saratoga County Economic Development Corporation., so we are just going to say Halfmoon Industrial Park cause thats a mouth full. There are two things that we are looking for on this amendment one is a set back right now on lot one which is the lot here, this was granted a 70 foot setback back in 2001 the piece that we are looking at which is lot # 10 back here this one has a 200 ft setback here on the 146 and Werner road side and what we are looking for is an amendment of that 200 feet to 150 feet for the building and 50 ft for pavement and parking and the same on the Werner road side, just to give everybody the context I think the easiest thing to note is the old SAAB dealership which is now the Grace Church is on the left of us as you come in on Werner road is the piece that we are looking at here its old Werner road that dead ends and then goes up into the other part of the town , this is NYSEG the PDD was originally designed and built for this, and these are the other developments that are around and you've got Northeast Controls there is a few other businesses that have been here for quite some time. Graybar is proposing to do their project in two phases, very quickly I've got a figure after this but I'll just bullet through these, the warehouse originally proposed is 32,000 sq ft that portion of the building is about 34 feet tall, in front of that there is a 7, 520 sq

ft office that's about 18 feet tall and included in that area there is a 1,100 sq ft counter area is for wholesale sales to local contractors. Outside there will be a fenced in area that is about 10,000 sq ft in area, phase I will have 61 off street parking spaces just as an aside there are 37 existing employees in the Albany facility that will be moving here so obviously you can see that what we are looking at is being able to expand this business. As far as loading dock goes again this is an electrical supply facility there are two inbound loading docks and three outbound are for your bigger trucks that come in during your loading and unloading periods the three outbound are for once that stuff gets broken down into smaller vehicles to go out and be distributed to these vendors. There is one drive in overhead door and that's for contractors that come in and along with a will call pick up. As far as the facility itself it has two box trucks that will be there there's one flat bed truck for larger palliated and one van and then there are two fork lifts that work inside the warehouse. If business remains very good which we all hope it will in the Capital District the plan is to allow for future expansion part of getting this PDD approved right now is to ensure that they have that expansion which they don't have the luxury of down in Albany so if they are going to make the investment to move they want to make sure they have that. So we are looking at an area of reserve for about a 24,000 sq ft warehouse and then there is two smaller infill areas that you will see on the following figure that will add some showroom and office floor and an additional 38 parking spaces. So this is how the site lays out it will include the 32,000 sq ft warehouse that sits here the office and the counter area sits right in here the parking area that I talked about 61 parking spaces for Phase I is right here the loading docks that we discussed is right here pretty much right in the center of the property this would be the future expansion in the back, this is the exterior storage area there is a significant amount of mature existing vegetation that surrounds this portion of the property and that vegetation we are working very hard to preserve all of that for example this area from Warner Road coming in it's about a 100 feet in here about 60 feet, 70 feet in here and down in here we are looking at 54, 55 feet and in this stretch in here there is an existing wetland of existing trees and vegetation in here and we are looking at amending that. This corner up in here does have an open area there's an open field in here so as part of our phase I we're proposing to do a heavy evergreen screening in here that over time will grow up and well before we get to any future expansion this will create a rather robust screening the site slopes from a high point here to a low point down in the corner here, this site is terraced in the hillside and you can see how tight the contours in here, this area in here will be about 7 to 8 feet higher than the grade down in here and these trees as they grow up and mature to 60, 70 feet your going to have a pretty good buffer in there as well as the buffer in there. The warehouse itself are neutral colors you know simple graphics on the building it is a warehouse but it is a, they take great pride in the look of their building, this will be a panelized or concrete paneled system. Just for orientation this is the view looking at the loading docks you can see the loading docks are set down into the ground 4 feet as you get the door, this is the face of the building that faces out toward the road Grace Church this would be the office area and this is the warehouse behind, this is the profile looking up as your coming up the new section of Warner road and this is the back of the building that faces the old Werner road side. One of the areas the board asked us to make sure we talked about were hours of business, Rich is there any way to shrink that view? So just to tell you how the employees break out a set up as I said there are 37 existing employees about 16 of those employees are in the office, the hours of operation in the office are from 7:30 in the morning until 5 in the afternoon, the peak hour of the periods for those employees is 7:45 to 8 am and 5 to 5:30 to leave and again that's 16 employees. The counter area has just 2 employees they typically get earlier birds around the 6:30 to 7 am period and then again from 10 to 2 are there peak times, roughly 3 to 4 customers in the early am time slots so never a significant loading stacked up at the counter again it is a warehouse and a wholesale distributor. Those peak times are 6:30 in the morning, well the hours of operation are 6:30 in the morning till 5 but the peak time is 6:30 to 7 as we said over here 1- to 2. And the warehouse itself has 6 employees, normally take deliveries between 9 and 2 in the afternoon, once in a while they will get an early morning truck but that is not their norm and then on everyday there is actually a truck that comes from their Jersey warehouse where they swap products back and forth, that comes at 5:30 in the morning and that's Tuesday through Saturday but peak time for that warehouse is 9 to 2. I won't get into the traffic we'll let that at the end of this presentation but just very quickly what we are looking for in the PDD amendment are just these things the set back along NYS route 146 and Werner road change that from 200 ft down to 150 ft take that out, it's a little triangular piece of property and it's been very difficult for anybody to get a building to fit on there and as you recall I said before the lot 1 which is on the other side where Grace Church is that was granted a relief from 200 ft down to 70 ft. All the other set backs along Werner road would be 50 ft and we want to just make sure that like some of the other businesses in the complex we have the ability to have our counter, it's a

wholesale - retail counter not unlike the I would think the valve company that's already in the PDD. Very quickly I know there was some concern at the last meeting you wanted to be a discussion about what the outdoor storage looks like this is the Albany facility right now down at the port, mostly what your storing here are conduits and other items that can be exposed to the rain, one of the things that was mentioned previously is that obviously this is electrical components you don't store a lot of electrical components outside in the rain so 90% of what we have will be inside, but conduits and other things like that get stored out on racks. As part of our last meeting there was a discussion about doing visual cross sections to the property to ensure that we could show what the relationship was so this is just a for everybody's reference we ran 4 simulations or 4 sections through here there is a section that runs right along 146 looking into the site, there is a section that runs through and heads up and looks back at, this is 1 Werner road here, there is another section that runs through and goes to 5 Werner road here and then there is just a cross section through the property to get the relationship between 146 all the way back through to Werner road. So this simulation here is of the route 146 this is the profile of 146 coming through here, as I said to you there is a significant amount 50 plus feet of existing vegetation that also has quite a bit of unshorn vegetation so even though a lot of this is deciduous there is still a good portion of it that is evergreen and the under story material is also very thick and going to be preserved. Up in this area here if you recall also there is a regulated wetland and so all of that will be maintained also, and you can see there will be some filtered views through to the building but from 146 until you get down in here where you can see into the complex and you can see the Grace Church over here this view will be fairly well preserved. On the site if you remember I ran a section that goes up through and this is Werner road up here, this house here, this house sits about the elevation in here as I said to you is about 8 feet above the finished floor elevation of the office building here you can see that the loading docks actually cut down into the ground below here, this little area right here is where the outdoor storage is this massing of trees here is the 70 feet actually in this case of existing mature vegetation that stays and remains on that section of Werner road and then out here is obviously where the entrance parking lot is and storm water management and then these two sections this is the section that goes to 5 Werner road very very similar to what you saw at 1 Werner road what the difference though that down here now you are further down along Werner road and this buffers more than a 100 feet in depth of existing mature vegetation, what you see down here are the evergreens that would wrap around the back side of the building again trying to center the building and its operations as much as possible right in the center of the property and so you can see that with the cross section this is route 146 right here this is that existing 50, 60 foot of landscaping buffer exists in here this is the pad area that goes back into the loading docks, profile of the loading docks landscaping on the other side of it and then Werner road, the new Werner that goes through the park. And so that's all I have for a presentation I hope I did it as quickly as I could we're again looking for a recommendation back to the town board so that we can go on and have our PDD amendment portion of it evaluated and then from there we will be back here for review for site plan and approval, so I'll take any questions.

Don Roberts: Thank you John now MJ Engineering did a traffic study on behalf of the town so I would like to have Chad Snyder come up and explain the results of that study please.

Chad Snyder: Good evening my name is Chad Snyder I'm representing MJ Engineering who was hired by the Town to do a traffic study for Graybar electric. At the last board meeting there was a comment on whether or not the Maple Leaf Day Care was included in the traffic analysis at that time it was not we have since updated the traffic analysis to include that there is still no substantial changes in levels of service from the no build condition to the build condition as a result of this development. The other revision that we add to the report was the accident analysis at the time of submission of the report we did not have the accident data we have since received that late Friday afternoon we are in the process of going through that and will submit that in the next day or two to supplement the report the quick breakdown from our initial review of the accident data in this area there were a total of 6 accidents that happened at the intersection of Werner road and route 146, three of which did not involve any actions having to do with the intersection and three of which did over a period of 3 years, so the accident while any accident is not good there is a minimal amount of accidents in this location. Just a summary of our findings from the previous meeting, the existing conditions at this intersection have an overall intersection level of service A, the south bound lefts and rights on Werner road are of concern because those are the only ones that are controlled and the lefts going in, the southbound left existing is level service D in the am and F in the pm, and level service C in the am and B in the pm, as a result of

Maple Leaf Day Care Center and the background traffic growth that we included in our traffic analysis the no-build conditions are F and F for the south bound lefts and south bound rights and they remain a C and a B for the south bound right. The results of the analysis including Graybar did not affect a level of service although it did increase the delays somewhat but nothing to the point that warrants any kind of mitigation at this time. The peak hours we found along route 146 and Werner road were 7:15 in the morning to 8:15 and 4:45 to 5:45 in the pm and this is a result of the counts that we performed in May of this year. The total number of trips that we assumed based on the available data on the ITE trip generation manual were a total of 46 in the am and a total of 44 in the pm during the peak hour and that's the summary of our results.

Don Roberts: Ok Thank you Chad, at this time I would like to open the Public Information Meeting would anyone like to speak?

Laura Perrault: Im Laura Perrault I live at 5 Werner road so I

Don Roberts: Was that your house on the screen?

Laura Perrault: Its got to be there somewhere but I'm having a little time , we face the corner of the property , so in terms of the set back I have no issue with that when I looked at the site plan I just want to make comments now since the process is going on , so we have lived there 16 years we're the second house off of 146 and we bought it cause part of it there is a stream on the vacant lot next to us so that house is our privacy and when we bought it it wasn't commercial on 146 that we were there sooner than that so I'm most concerned about my property value cause I'm on a ya know its our homes there so what people see when they come down the street because originally they came in at Werner and our street was made dead ended so we have to use the road thats down by Grace Church, so I'm worried about the property value in terms of what the place in front of Gray bar looks like and also when they come down onto our end of Werner how that looks and also from my property I look even though I'm a little bit off center my bedroom an my living room face out to the corner so if your leaving a lot of vegetation I am super all for that and our corner is like a big oak tree thats 40 , 50 feet tall as much vegetation that they could leave on Werner road we would way appreciate ,originally looking at the map it looked like they had a brown fence along the side but maybe thats behind the vegetation and that would be great if we didnt have to see it from the map it almost looked like you would look at it so if your not looking at it thats very good I mean

John Montagne: I'm just going to put that section back up.

Laura Perrault: Ok I had a hard time figuring your section

John Montagne: I know it's hard to see, this is your house right here and this is Old Werner road right here see that little symbol right down there thats Old Werner road and this is probably that big oak tree somewhere in here but this is about a 100 feet of thick vegetation the existing vegetation that we would use.

Laura Perrault: Ok

John Montagne: This right down here thats an 8 foot high fence and thats that outdoor storage area you can see that its cut down onto the hillside so there is 6 foot of grade that comes back up to where this existing vegetation is so the face of that is about 6 feet lower plus it has an 8 foot fence and your a 100 plus feet away from the road, actually thats the property line then there is the road then your front yard and then your house.

Laura Perrault: Ok

John Montagne: So see you've got quite a big difference from your house to the building and to the activity areas on the property.

Laura Perrault: Ok, so then the other things we think about is the lighting, in other words if the building is you had said once 34 but then if you put the extension it slopes up so it's taller than 34 at our end

John Montagne: No, no it will always be 34 feet the warehouse has to be

Laura Perrault: So if the property slopes up the new extension warehouse won't be higher than the first 34 feet?

John Montagne: The extension on the warehouse is right in here and the warehouse itself the floor of the warehouse stays the same all the way across and so you'd see where this is cut in for the, this is where the extent of the addition will be right in here alright so it doesn't come up into this and it does not come up hill it stays the same elevation the 34 feet.

Laura Perrault: Ok

Don Roberts: John while your there I know there is vegetation there but might there be a need to add some vegetation to buffer this lady's house more

John Montagne: I would say not on hers because they're at 100 feet its the next one up where we are already proposing that big double row of large evergreens and that again sits up on that six foot knoll above the floor elevation that we have.

Laura Perrault: Ok, so I was concerned about lights if there were lights up at the top of your building that you might see through and the other thing now a concern is you said neutral is the building like brown? Yea I mean beige?

John Montagne: It's more light brown beige.

Laura Perrault: Ok so to me beige is not very neutral to an environment let's like green or brown, brown is, it's nice if its brown, brown would be a way better color at least our way.

John Montagne: There is a combination of browns and beiges on the building so you know the darker you make it the heavier it looks and again its not bright bright white so it stands out its a neutral color.

Laura Perrault: And then the last part is you mentioned about these trucks like if they're coming if you have a truck that comes in at 5: 30 in the morning and its summertime and my windows are open is there not noise from a truck coming into that part of the, so noise would be an issue me worrying about noise and how it affects the property value of my house and then I have one more thing

John Montagne: As I said we have very very few deliveries there is one truck that comes in from the New Jersey warehouse much different than what you have across the street at York Gas and Electric where they have regular trucks in and out all the time so our deliveries are much less than that, as far as the sound goes with out doing a more detailed analysis a single truck in the morning is actually considered a fairly small level of impact so thats all I can tell you on that.

Laura Perrault: And my last thing is about traffic , so right now leaving Werner road that street I live on to make a left turn and a lot of times we go left cause we dont want to go to the intersection by Route 9 unless we are doing business there it is very hard to make a left hand turn because you've got two lanes of traffic both ways but then as people stop to turn into Werner you know people coming home from their commute at the end of the day then they back up all the traffic behind them so thats that much longer you have to wait to try to get out so right now its really hard to get out its not very pleasant they're definitely within the last year has been a fatality at that corner its not you know its has accidents and there is a simple solution in terms of the industrial end of things there is an entrance to the industrial park why cant at least the employees go in through the industrial entrance and loop around and come there ,

I understand businesses and things that want to see the place but your employees come in rather than all exit there and enter there can enter and exit through the industrial park as a recommendation right that's the industrial road that's there and it's just a quick loop we walk our dogs all the time so that was my suggestion.

Don Roberts: Ok thank you, would anyone else like to speak?

Jeff Anderson: Good evening I'm Jeff Anderson I'm in Dater Woods which most of you know is up around the corner from where this proposal is and I come in small business and I'm a small business man I'm all for small business there is a delicate balance that exists between the residents on the new development Stone Crest, Ann's or Anise Place up around the corner from Werner, Dater Woods I've been there for 16 years I've watched slowly the expansion of the residential pockets off of Werner road what I've also watched in 16 years is a tremendous growing congestion at Werner and 146, so I want to speak to what this nice lady spoke to last which is a traffic issue and I know that has been traffic studies done there has probably been a number of them over the years by the way of those three in the last 6 years one of them was a fatality I can tell this board and I'm sure you know from watching it on 146 which is a 45 mile per hour theoretical speed limit in both directions that that's a straight away where people are commonly at all times a day, daylight, night time going much faster than 45 miles an hour, I want to bring this new business into the picture, this new business is not going to be in what is the existing light industrial park as we know it, this new business is going to be off Werner on the other side across from what now is a church let's put that aside for a moment, 37 employees is the number I saw plus future expansion, deliveries as early as 5:30 in the morning what do you think is going to happen to the trucks coming up from New Jersey to the trucks from the contractors going in and out of Werner road off 146 at various times of day as early 5:30 what about now in the rush hour traffic in the morning what about 4:30 in the afternoon when trucks are trying to get in and out of there so my concern is what was spoken of earlier tonight and that is kind of the aggregate affect of what happens when you keep putting more and more and more commercial density and now residential density into a very small area which is this Werner road where it meets 146 this business would literally be at that junction of Werner and 146 my concern as a resident off Werner road my concern for this lady who I thought was extremely accommodating to this business she has no idea what happens at 5:45, 6:50 in the morning as I do on Willow brook terr backed up to a fairly significant buffer to that industrial park when the garbage trucks come in, when the trucks come in these trucks are going to have forklifts at this facility these folks are going to have piping outside the facility I know that they know what kind of noise that generates I know and they know the lighting issues that are generated because the lighting and I dealt with very nice Bob Marini Jr. to try to get fencing up to help the residents on the back side of Willow brook to try to get shields up for the lighting all of those become issues this nice lady has no idea are coming so my concern is both one of traffic and simple residential people motor vehicle density at that intersection I know part of that is route 146 is a state road I get that but Werner road is now a very tightly packed road already with Stone Crest and Annie's Place and the expansion of Dater Woods and my concern is this allowing another commercial venture in there really kind of outside that original light industrial park and right smack at the corner of Werner and 146 I really have a concern about all of those issues and I hope you will take that into consideration thank you.

Don Roberts: Thank you sir, anyone else?

Mark McBride: Mark McBride 37 Willow brook terr I live right near Mr. Anderson and I are actually neighbors I would like to second the concern he brought up about the commercial properties that are being developed I would also like to add that right across the street from 146 is a gigantic plot of land that was bought as a farm I believe years ago and I've yet to see any farm products put on there but recently a for sale sign went up again and that is for sale I don't know if it's commercial don't know if it's private residential don't know how that's exactly zoned but that is going to also add traffic to this as you mentioned already congested area there is a fatality that was there I don't know what studies these gentlemen did but there was a fatality there is a cross right there where the person was killed right at the stop sign of Werner road and 146 so I just again would like you guys to seriously consider that and consider the residents of all of us right off of Werner road there's a ton of people live there, thanks.

Don Roberts: Thank you, anyone else? We have a letter that our attorney Lynn Murphy will read into the record now Lynn.

Lynn Murphy: (Lynn Murphy read letter from David Rizzo below)

Richard Harris - June 26, 2017 / Public Information Meeting: PDD Amendment Recommendation - Graybar Electric Co, 2 Werner Road

From: [REDACTED] <[REDACTED]>
To: "rharris@townofhalfmoon-ny.gov" <rharris@townofhalfmoon-ny.gov>
Date: 6/19/2017 8:13 AM
Subject: June 26, 2017 Public Information Meeting: PDD Amendment Recommendation - Graybar Electric Co, 2 Werner Road

Mr. Harris,

I recently received your letter regarding the Public Information Meeting that will be held on Monday, June 26, 2017 regarding the Planning Board's proposed amendment to the existing PDD as it relates to 2 Werner Road. Unfortunately, I will not be able to attend the upcoming meeting due to business travel; however, I wanted to express my concern regarding the proposed amendment.

My concerns with the amendment are based on the increased amount of traffic and the high speed at which vehicles are traveling east and west on Route 146. This has caused several accidents over the past few years when vehicles are trying to make either left or right turns on to Route 146 from Enterprise Ave. In one recent two car accident on Route 146 and Enterprise Ave, I personally witnessed a car tire being sent over 80 feet from Route 146 and on to my Company's property. This tire could have resulted in personal injury to employees or pedestrians, and fortunately the tire also avoided cars in the vicinity as well. I believe the current setbacks along NYS Route 146 for both parking lots and building structures should remain as is, for safety reasons.

I also have strong concerns regarding the additional impact on traffic of the planned Warehouse project proposed by Graybar Electric for 2 Werner Road. While I do not know much about the proposed project, from my perspective, there is already a heavy volume of traffic on Route 146, and it is difficult and dangerous to make right or left turns from Enterprise Ave on to Route 146, particularly during the morning, lunch hour, and late afternoon. Having such a large warehouse, with associated shipping and receiving trucks entering and exiting NYS Route 146, would contribute to the traffic and congestion in the vicinity. If the Town of Halfmoon were to decide to proceed with further development and build out along Route 146 (east of Enterprise Ave) then I would strongly recommend that stop lights be put in place at the intersection of Enterprise Ave and Route 146 (entrance/exit to Halfmoon Light Industrial Park) and perhaps other locations along NYS Route 146 to improve access and enhance safety.

Regards,

David

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Don Roberts: Thank you Lynn, would anyone else like to speak (no comments) I will now close the public information meeting board members any comments?

Tom Koval: I would just like to comment that 5:30 is awful early I realize during the week your trying to run a business but on Saturday mornings 5:30 would be obnoxious to the neighbors to be bringing a truck in unloading it

as I said with propane fork lifts as far as the lighting goes I would hope that you would pay attention to the dark sky initiatives to keep the lighting on your site and not illuminate the sky like so many of the businesses around there currently do everything meet dlc and that would eliminate some of the issues to the neighbors light pollution on their properties.

John Montagne: Just to comment on that quickly as I had noted before Graybar's hours of operation are really early morning 6 o'clock until 5 so in the winter time when it gets dark at 4:30, 5 you have a half an hour or so there where you would have lighting on it but the rest of the lighting is just security lighting at night and yes absolutely we would obey a night sky , dark sky and shielding on the property for all lighting as is required, the 5:30 delivery that is Saturday , the facility is not open on Saturdays

Rich Berkowitz: Your app said Sunday also?

John Montagne: no no, its not Sunday just Saturday there was a typo on that if thats the case its just actually Saturday and thats what I mentioned let me check that, I will emphatically say they are not delivering on Sundays ok, they are not open at all on Sunday the only truck that comes on Saturday morning is that one truck that transfers from New Jersey.

Tom Koval: There is still back up alarms and forklifts for unloading

John Montagne: That is something we will pass on to them for consideration

Tom Koval: I understand its an industrial park but there are houses close by so that sound is going to carry get a rainy morning and that sound is really gonna carry and they are going to hear it up in Willow brook.

John Montagne: Again just trying to reiterate they are not open on weekends the hours , the normal hours of operation are 6 to 5 with warehouse being 5: 30 in the morning on weekdays no business transactions on the weekends no deliveries at all on Sunday that was a typo if that was on there because that was an absolute and just one truck comes from New Jersey and that is something that we can discuss with them if it becomes a deal breaker for the town im sure thats something that they can at least discuss and consider and we can make a business decision based on that.

Marcel Nadeau: That truck from New Jersey what type of Material is it is it small materials boxes or 20 ft lengths of piping.

Chuck Dunham: The reason why we have a Tuesday to Saturday is because Mondays are scheduled for Tuesdays , Tuesdays for Wednesdays so on and so forth through the week the Saturday delivery is not by a forklift this is a common carrier this is not a Graybar truck that transfers from Jersey to Albany they dont have access to our fork lifts they have access to electric hand cart so its not a fork lift thats functioning at 5: 30 on a Saturday morning its a hand cart, the two lifts , fork lifts that we do have are not in their possession in fact the area that they come into is caged off on the inside they only have access about 30 feet into the building not the whole warehouse, its not a Graybar truck its a common carrier that we have an agreement that brings back up stock to our location in Albany as far as the lighting Tom you are well aware we are in the electrical distribution industry we do this day in and day out when it comes to dark sky light sky whatever you want to call it now a days we are very conscience of what any type of light spillage or pollution it many cause and I can guarantee you it'll be , it wont be high it wont be a top mount shining into the neighborhood its all considerations that we do take into consideration when we do designs but there is no fork lift operations on a Saturday morning.

Tom Koval: Do you have a means of shutting off the back up alarms on the trucks?

Chuck Dunham: I don't think DOT would let us do that its State Law I mean we can't ask a common carrier to turn off their back up I don't think they can turn it off, I'm not sure, but I don't think DOT

Tom Koval: Probably not I'm just trying to think of the neighbor's cause they are the ones that are going to suffer

Chuck Dunham: Generally its not a tractor trailer, usually its a box truck the same size as ours, I mean we don't have tractor trailers driving and delivering through out our territory the box trucks, we do get tractor trailers that our daily deliveries that run from 9-2 and Im going to guess there might be 3 to 4 maybe 5 a day if that, UPS comes in a box truck

Tom Koval: I'm not concerned about during the day it's that early morning period that's concerning

Chuck Dunham: We try to get the equipment in for our early birds for 6:30 a contractor such as yourself can order stuff up to 5 o'clock and it is at our counter from New Jersey the next morning when you want it at 6:30 the only way we accomplish that is by having transferred at 5:30 in the morning.

Tom Koval: Thank you.

Tom Werner: A question on the traffic you use the ITE Trip Generation manual to come up with the traffic for peak hour now what about the staff, the 37 staff has that been accounted for is that some part of that have to be added in I mean I don't know.

Chad Snyder: Yes the warehouse and the office space and the retail counter were all accounted for separately, we actually used a number of desks shown to us in the preliminary plan which had about 60 total and the full layout so that's what we used so its more than accounted for yes.

Tom Werner: Question regarding the parking you're proposing 102 ultimately a full build out parking spaces so I take that that the loading or the traffic into the site is considerably greater than it would be during the peak hours that occur out on 146 to occupy those 102 spaces.

Chad Snyder: Well I can't speak what Graybar is planning I can only speak to what we did as traffic analysis goes but I know that code does require often times a lot more parking than is absolutely required so that may be more of a zoning or something or some other question regarding the Town requirements I can't answer that unfortunately, I may have misspoke not more than they required just they required a certain amount based on building sizes and things like that.

Tom Werner: Ok

John Higgins: In your picture of the out door storage your racks are about 3 feet higher than the 8 foot that you show number 1 can the fence be increased to 12 feet so that you'll definitely not see all the racks inside there and also were you anticipating any barbed wire on top of the fence?

John Montagne: Well in this one here you can see this is the existing fence so no barbed wire no razor wire on the top of the fence no its really just security.

John Higgins: But you can see that's an 8 ft fence and you're at least 4 or 5 feet above that.

John Montagne: Right I understand what you're saying there is some racks in here, these are the racks up here

Rich Berkowitz: You have barbed wire on top of the fence

John Montagne: Chuck there is barbed wire?

Tom Koval: We prefer not to see barbed wire on the fence

John Montagne: I do have another facility and I probably should throw that one up in here but no barbed wire on the other facility which is a rural facility and again as you said this isn't part of Albany so

Rich Berkowitz: And as far as the outdoor storage is concerned there is no outdoor spools there is no garbage?

Chuck Dunham: The spools we use we recycle, we don't keep them here they maybe in the yard for a short period of time but that's just a matter of recycling

Rich Berkowitz: what's your definition of short?

Chuck Dunham: Days , I dont even know if we are going to have racks in our yard with the size of the warehouse space we might not have to store outside but there may be a possibility we will , not all of the conduit we can store in the weather

Rich Berkowitz: I understand that will the spools be stacked so high that they will be over the fence?

Chuck Dunham: No, the racks the reels that we use for orders are brand new and if we had them come back from the job site cause we helped the contractors clean up the job site then its recycled.

John Higgins: So making the fence higher so it will block isn't a problem?

Chuck Dunham: I dont see a problem with it John, I mean I think the design is 8 foot now

John Montagne: The one thing that I would suggest if we do that is internal in the property this fence in here and this fence in here really dont need to be higher cause they are really not there's a lot of vegetation screening between them, this one here is gonna be backed up by all of them , this vegetation that comes through here and so this is phased right in here which is what I said this is tucked down into this hill side is really the face that goes out to this open field where we are going to do all of our landscaping and this landscaping again as I've said is we are up on the top of this knoll 6 feet and yes the planting these will probably be 6 to 8 feet in height but in a very short period of time they will fill in but thats about a 12 foot height right there at planting for those with a fairly significant distance to that screening , you know if your gonna ask for a higher fence this might be the area that you would require it so we could look at that further and we could discuss that actually further when we go through site plan review.

Rich Berkowitz: Mam if they were a building there could you see a supply area in the purple, I'm sorry from looking at your house and knowing where that outdoor storage area is is there enough vegetation there that you cant see that?

Laura Perrault: I mean it's a little hard to tell cause toward the front is is a little more field; you still have the Verizon kiosk with the cedars?

John Montagne: That's right there

Laura Perrault: That right up there, so that will still be there cause they are like 15 feet so

John Montagne: That's actually there's a little chop out on the property there's an easement for that

Lynn Murphy: Just so the board is aware going forward your gonna have site plan review

Laura Perrault: A taller fence would always help if you're seeing it from the street

Rich Berkowitz: I didnt know if you lived up north or you lived south

Laura Perrault; No I live below that line off but I know the houses that live there and they are concerned about the same issues the house that more faces it Rashfords.

Rich Berkowitz: Ok I didnt realize we had further to go as far as site plan.

Don Roberts: Any other questions by the board? (No comments) Once again we have been asked to make a positive or negative recommendation to the Town Board

Tom Koval made a Motion to make a Positive Recommendation to the Town Board for Graybar Electrics PDD Amendment. Tom Werner seconded. Motion Carried.

John Montagne: Thank you

New Business:

17.135 **NY Healthy Eats.com Food Trailer Lunch Service, 21 Corporate Drive - Change of Use/Tenant**

John Rickert: Hello, my name is John Rickert; I live at 27 Champlain Avenue in the Town of Stillwater. My wife and I own a food truck and actually it's a food trailer and I didn't realize you had PowerPoint because I've given you all copies of a PowerPoint presentation, but I would've put it up on the screen if I could've.

Don Roberts: That's ok, don't worry.

John Rickert: OK. We're proposing a food truck be based for lunch service located 21 Corporate Drive. That's right next Sitterly Road. In that area on Route 9. We would operate from now it would be July through the end of October, in other words, the warm season. We would only be there Tuesday, Wednesday and Thursday from 11:00-2:00. We have a maximum of 3 employees. There'd be no signage we just basically pull a food truck up, leave it hooked up to the vehicle, open the back and serve right out of the back. We expect 90% of our business to be walk-in customers from the adjacent buildings. So there should be no traffic impact or very little we have included our health permit which is good for anywhere in Saratoga County and other counties we're actually a certified kitchen we're not just a onetime health permit type thing. We had to go up and be inspected for that health permit. We include our sales tax information, our liability insurance, our disability insurance, our workman's comp insurance and documentation. That's all been included. The liability is made out to the landowner. New York Health eats was started in 2013. We have a website that hopefully you've gone to. We have served the local, we have served local weekend events since 2013, including Saratoga balloon festival, old songs festival in Altamont, we just had last weekend, Wilton fest, and antique truck show up at Saratoga fairgrounds. So we're a reputable business, we serve healthy options, we have sugar free lemonade, 5 different kinds of vegetarian East Indian foods, hummus, four different kinds of wraps, buffalo burgers and salads. We also offer gyros and Philly cheese steaks and corn dogs and other standard types of fare. Much of our produce comes from Dennison Farms which is located from across the river in Mechanicville we're self-contained, we don't need any water, any sewer, any electricity, we have our own small generators, they're very quiet. They're the little package generators so they don't make any noise. We'll be bringing in all our own water and everything ourselves. We don't have any impact on that. I have a picture of where we actually.....oh good thank you, yes of where we actually will be which is unobtrusive section of parking lot right there. Prior to requesting this we did a survey where we rent all the

buildings in this site and passed out a flyer saying if you're interested go to our website and fill out a survey. The results of that survey are that we had 65 responses of which about 43% said they would like to have us 2-4 days a week there. They're interested in gyros, Indian food, wraps, sandwiches and things. So we have an idea that we will actually have people coming and they also had made comments on the next page were comments like: "we would love this", "our company is very excited", "thank you for considering doing this" and others and we've attached all the information and are there any questions?

Don Roberts: Yes, are you planning any tables and chairs?

John Rickert: No,

Don Roberts: That's good.

John Rickert: No tables and chairs. Nothing like that at all. No, no.

Don Roberts: And you said no signage at all. I mean no sandwich boards out by the road or nothing?

John Rickert: Well, no nothing like that at all what we have is on the back of the trailer we have two pieces of wood and we slide in our menu. And then we'd pull out the back and we display some pictures of some food and our health permit and our tax permit. We display that right in front of us and then we serve right out the back. So there will be no display at all and we will be coming in, setting up and then leaving it will not be overnight or anything like that.

Don Roberts: And this is geared for the business complex?

John Rickert: Yes. It's geared for the business complex, that's where we're advertising, that's where we're going to receive, we believe, most of our business and much of it will be right from the building next to us.

Don Roberts: Any other questions?

Tom Koval: Would you advertise in the local paper for other people to come

John Rickert: No.

Tom Koval: Just word of mouth

John Rickert: Right, we don't plan on advertising outside of the, outside of flyers to the park.

Tom Koval: No music like the ice cream trucks?

John Rickert: No, no absolutely no music. No sir. No.

John Higgins: As far as, you're not going to setup an port a potties or anything like that.

John Rickert: No...no port-a-potty, no, no.

John Higgins: OK. and you're there Tuesday, Wednesday and Thursday are you somewhere else on Monday and Friday?

John Rickert: Well, what we do is on the weekends we usually do we're geared toward.....we don't do county fairs. We don't do places that are like big into fried food. We try and do places that there's an older crowd. A

crowd that's concerned about diabetes, concerned about what they eat because most of our food is healthy. And so the target market we're looking for things like old song festivals or things like that.

John Higgins: But you don't have a set route on Mondays and Fridays?

John Rickert: No.

John Higgins: We were just wondering whether or not....

John Rickert: We're cleaning up from the weekend.

John Higgins: OK, that answers my question.

John Rickert: We're cleaning up or preparing for the weekend.

John Higgins: OK. Thank you.

John Rickert: That's what we do on Monday and Friday.

Marcel Nadeau: What about trash cans, like I basically what's happening is somebody comes, buys a burger, takes it with them and brings it back to the office or...

John Rickert: We were planning on having a plastic can, we sat there with a bag in it and then taking it with us so that when we leave they'll be nothing there and, of course, we'll police up the area. Of course we would. yes and also, we're only applying for one year next year we plan to come and ask again for permission. If it works out.

Marcel Nadeau made a motion to approve NY Healthy Eats.com's application for Change of Use/Tenant. Tom Werner seconded. Motion Carried.

Don Roberts: Good luck.

John Rickert: Thank you very much sir.

17.137 Jay's Auto II, 7 Freeman Lane - Change of Use/Tenant

Jeff Williams: Hello, Jeff Williams, Bruce Tanski Construction. I'm here representing Mr. Raymond Sitterly he's better known as Jay and the owner of Jay's Auto Repair we're here tonight for a change of tenant for the former MJB Auto Site that is at 7 Freeman Lane, 7 Freeman Lane is zoned C-1, it's a 1.06 acre site with an existing 1,200 sq. ft. repair garage and an existing brick ranch house. Jay's Auto which is located around the corner at 457 Route 146 which is utilized the 7 Freeman site as a satellite site an extension of his existing site. The former tenant at MJB Auto used the existing repair garage since 1995 and has rented the existing home MJ Auto also had a used car dealership license at this site. Jay wishes to utilize the existing garage for it's more complex repairs, maybe motor rehabs and use the existing current site on 146 for more routine repairs and tune-ups. There's ample room at the site for parking, up to 20 car spaces or more. Of the 20 car spaces we would allot 5 of the spaces for used car sales. Although that is not the primary use here. It's basically he wants to use that, retain that used car dealership license only as an opportunity strikes. And other than that he also wishes to still rent out the existing house. Thank you.

Don Roberts: Any questions by the Board?

Richard Harris: Yea, I toured the site plan for where Jay's Auto is now

Don Roberts: Yes

Richard Harris: At that site there are 18 parking spaces between the two uses there with 13 spaces plus 1 handicapped plus 4 sandbanks along the right side of the driveway and along Jay's auto currently where cars do use that land bank they have 18 spots

Don Roberts: 18. Thank you, questions?

John Higgins: Jeff is there a fence or some means that it doesn't go into the auto auction. I assume there's a fence or something there.

Jeff Williams: The auto auction has a fence all the way around it. And auto auction surrounds three sides of this property with the other side to the, I guess to the South is a residential use.

John Higgins: Ok, so that's the house there on the left, then that's the

Jeff Williams: Yeah the garage is in the back of the, the existing home is right here

John Higgins: Oh, that's the house, ok. Oh the garage

Jeff Williams: The garage is back here.

John Higgins: Ok.

Jeff Williams: Auction kinda is all in this area. And then there's an existing residential here and a backside of a business here. I think its Parkford Square, the first one.

John Higgins: Ok and where are the designated spots for the retail?

Jeff Williams: Yeah and the tree line right here, but here's....there's a big gravel parking area right in here.

John Higgins: Ok.

Jeff Williams: See, there are at least 10 spots on each side of here. So we've got 5 spots up here for the used cars.

John Higgins: Ok and this would just be used for major projects.

Jeff Williams: Yeah, his more complex repairs

John Higgins: Right

Jeff Williams: Longer stay overs probably would be stored back there, yeah.

John Higgins: Ok. And what are you anticipating as far as number of cars that you're gonna want to keep on this site. Some were

Jeff Williams: We thought 20 was about the right number

John Higgins: Ok. That's with the 5 cars

Jeff Williams: With 5 cars of being used car spaces

John Higgins: Ok. Thank you.

Jeff Williams: Yup.

Tom Koval: From what I've see, you've well exceeded your parking at your current location is this gonna do anything to alleviate that because, if it doesn't we're gonna have to do something with Code Enforcement on your existing location.

Jeff Williams: That's right.

Tom Koval: You go by there and you've got every strip of lawn taken up with cars. It really looks like hell there.

Jeff Williams: And that's the case being a good mechanic but I also believe that this is where the long-term

Tom Koval: Being a good mechanic doesn't help out breaking the code

Jeff Williams: Well it's gotta a lot of customers but um....the long-term parking there's a lot of that happening right at the site as we currently speak so that long-term would be parked over here, that's at least 15 more cars coming off that site. The other now that we're gonna do more routine repairs, they're gonna be in and out more or less so I think the congestion is gonna be really less.

Tom Koval I guess what I'm getting at is your getting a warning shot across the bow

Jeff Williams: Yes.

Don Roberts: And it may be time to take those land bank spots and make them real spots.

Jeff Williams: Ok.

Don Roberts: Anyone else?

Marcel Nadeau: Jeff. How many cars are gonna have for sales.

Jeff Williams: Well we thought 5 I think is the number but we don't believe there will ever be 5 cars for sale there. That's more as opportunity knocks Jay works on some older cars and may want to sell one off of the site every once in a while.

Marcel Nadeau: I make a motion to approve contingent on cleaning up the previous site for more permanent parking at the correct number of cars in limiting the present site to 5 vehicles or less for sale.

John Higgins: That's the new site.

Marcel Nadeau: And yes making those improvements to the parking on the first site

Marcel Nadeau made a motion to Approve Jay's Auto II Change of Use /Tenant application contingent on cleaning up the first site. John Higgins seconded. Motion Carried.

Jeff Williams: Thank you

Jeff Williams: Jeff Williams, Bruce Tanski Construction. Paar Estates of Halfmoon PDD gained final approval from this Planning Board on December 12, 2016. It consists of 130 twin town home units on 57.488 acres with a 9 hole executive golf course being proposed. We wish to propose a phasing plan that would break down this development into three phases. There are no changes to the unit count, the layout, the subdivision; the entire development has been filed with the Saratoga County this phasing is only for road dedication purposes. That means that it will allow us to dedicate each phase as the roads are completed which allows us to be able continue to gain building permits and, of course, C/O's. The phasing plan is as follows: Phase I would be approximately 2,900 linear feet of roadway which includes all of Paar Way and a portion of Tap In Lane, which is in the green up on the board Phase II will be approximately 2,300 linear feet of roadway as a completion of Tap In Lane, Flag Stick Way and Chip Shot Lane. There would be about 30 twin town home units on Phase II and then Phase III would be the completion of the site which is the completion of Pin High Lane, that's approximately 1,800 linear feet. That's 52 twin town homes and it would also include the completion of the 9 hole golf course I did miss, I want to go back to Phase I does have 48 units to it and it also includes a, the construction of the sewer pump house.

Don Roberts: Thank you Jeff. Questions by the Board.

Richard Berkowitz: Jeff, one of the selling points was the golf course in this development.

Jeff Williams: Is it a selling point?

Richard Berkowitz: or, one of the advantages for the residents.

Jeff Williams: I guess so, yeah, I think that's what it is, but I...

Richard Berkowitz: Why would that be then a phase

Jeff Williams: Be the last phase, because we need to get the infrastructure and before we even get the lay of the golf course out actually, so I know that was part of the....I don't know, I think that that's the way Bruce is, just that way he's planned it out.

Richard Berkowitz: Has the development been started yet?

Jeff Williams: The development has started. Phase 1 road is scheduled to be bindered, put in some top course down by the end of this month or by the, probably in two weeks I guess now it is.

Richard Berkowitz: Now is the sewer, water and utilities all phased in also or are they done all at once?

Jeff Williams: Water's at the site down Farm to Market Road. It's being brought into the Phase 1. We have to still create the pump house and bring sewer back out to Farm to Market and run that down to 146. All permits are in place.

Richard Berkowitz: So you're phasing all the utilities also.

Jeff Williams: Yeah, well the Phase 1 will include all, the sewer, pump house and then the sewer connection.

Richard Berkowitz: Will the utilities for Phase II and Phase III be done at the same time?

Jeff Williams: They will tie right into the existing infrastructure.

Richard Berkowitz: So there's no way you could expedite the golf course? I know it's only for their own private use. It's not for public use.

Jeff Williams: Right, and I think this is, ya know, a...we are having open houses, we are marketing it I believe that information's being passed along to people that are potential buyers.

Richard Berkowitz: And how long do you think buildings, the phasing will take as far as the build out?

Jeff Williams: Once again, we're phasing, we're gonna continue ahead building all the roads as we go but we wanna be able to build some houses behind us so Phase 1 I don't have a timeframe but I know that we're gonna continue on...I would say by the end of next year we will be completed with the infrastructure and the units so then we'd just be working on land clearing the individual plots.

Richard Berkowitz: So would the golf course be completed by the last C/O Phase III or the first C/O of Phase III or would there be a difference?

Jeff Williams: I think once the roadwork is in and we got the houses allotted out then we could start plotting out the golf course.

Richard Berkowitz: So you don't know.

Jeff Williams: I don't have a good, yeah I don't have a good schedule of when that's gonna be.

Don Roberts: Anyone else?

John Higgins: Jeff, how about the neighbors that were being tied into water and sewer. They've been tied into water, when are they going to be tied in on the sewer?

Jeff Williams: Once again, sewer's Phase 1. We have to put that pump house in, we have to run the line down Farm to Market Road and connect to Route 146 before we get any C/O's in there so it'll be this building season:

John Higgins: Ok, yeah because I know that was a major concern

Jeff Williams: Right

John Higgins: of the neighbors because Phase 1 is right in the middle of where their septic is.

Jeff Williams: Right.

John Higgins: So....

Jeff Williams: Actually, it's Phase II. It's in the blue

John Higgins: In the blue. Oh, that's Phase II. Ok so, it's even worse than, ya know, ok, thank you.

Richard Berkowitz: I'll make a motion to approve....

Lyn Murphy: I'm sorry, Jeff, did you look at the PDD language to make sure that the timing isn't already dictated with regards to the golf course as it relates to the PDD language?

Jeff Williams: I have I'm blindsided by that question so I can look into it

Richard Berkowitz: So we should

Jeff Williams: Obviously if the PDD says what it says we have to abide to it.

Lyn Murphy: Yeah, I'm concerned that this Board do something I mean the PDD is going..., they can't undo the PDD so if the PDD legislation, I don't think that anybody has a problem with phasing

Jeff Williams: Ok

Lyn Murphy: but if the PDD says "X" C/O you build the golf course

Jeff Williams: I don't recall that, but I'll look back into it and, like I said, if it's in the legislation we'll abide to that legislation.

Richard Berkowitz made a motion to Approve PAAR Estates of Halfmoons' Site Plan contingent on not violating the language of the PDD. Tom Werner seconded. Motion Carried.

Jeff Williams: Thank you.

17.139 Subdivision Lands of Arthur and Gale Hayner, 112 Plant Road - Minor Subdivision

Duane Rabideau: Duane Rabideau from VanGuilder Associates here for a proposed 4 lot, a minor 4 lot subdivision lands of Arthur and Gale Hayner. The parcel's located at 112 Plant Road. The proposal is to subdivide a 3.1 acre parcel into 4 single-family residential lots (suppose you gotta wait for a picture).

Don Roberts: That's it?

Duane Rabideau: Well, not it's just.....well, since you don't have a picture....the proposal is for 4 single family lots. Lot 112 Plant Road will be created around the existing residential lot house that there is now. That's gonna be 1 acre in size. That would include the house and all improvements. Lots A, B & C will be created for proposed single family residences they're 30,000 sq. ft., 25,000 sq. ft. and 35,000. The zoning calls for 20 all the lots will be tied into public water and public sewer and...ok here we....yeah you got it....almost ok. so basically we have the 4 lots this lot's created around the existing house that's gonna be 1 acre in size lots A, B & C will be for single family residential lots lots A & B will have a common drive to minimize curb cuts onto Plant Road lot C will have its own individual driveway and that is our request before the board.

Don Roberts: Thank you Duane. Questions by the Board.

Richard Berkowitz: What work is going on there right now?

Duane Rabideau: I believe they're putting in the sewer main.

Richard Berkowitz: Sewer line, ok.

Duane Rabideau: Yeah, that'll be the force main.

Richard Berkowitz: Ok. And um those driveways are pretty steep?

Duane Rabideau: Yes, the idea is to flatten it out at the road to give to car level.

Richard Berkowitz: Wait, wait, wait, they're gonna make changes to Plant Road?

Duane Rabideau: No. Well, the lay of the land, it does slope away from the road.

Richard Berkowitz: Oh yeah, severely.

Duane Rabideau: Yeah, the idea potentially is to have houses with walkout basements and grade up around it. So flatten out the front...front yard. That's our intent.

Richard Berkowitz: Is there any wetlands back there or anything?

Duane Rabideau: No, that's all dry sand.

Richard Berkowitz: That's right where they have their garden.

Duane Rabideau: Yes that and all the way to the tree row in back of the duplex project, right there.

Don Roberts: Anyone else?

John Higgins: The original lot has water service

Duane Rabideau: Yes there's a water main, existing water main right in front. Now there's a hydrant right there and the water main goes along Plant Road.

John Higgins: Ok but is, they are connected to the town water.

Duane Rabideau: I believe

Richard Berkowitz: They brought water there during construction for the town homes?

John Higgins: OK, it's now showing the drawing. I just wanna make sure we don't have a well we're dealing with here.

Duane Rabideau: Yeah, I believe they are tied into public water at this point in time.

John Higgins: Ok. Just confirm that please.

Duane Rabideau: Ok.

John Higgins: Thank you.

Don Roberts: Anyone else?

Richard Berkowitz: I'll make a motion....

Don Roberts: Before we do, I think we should refer this to Cough Harbor for, to review the driveways. Right Joe? Can you do it before our next meeting?

The Planning Board made a motion to set a Public Hearing on July 10th, 2017, and to refer the application to Clough Harbor to review the driveways.

Duane Rabideau: Ok. Thank you.

17.132 **Newmeadow School, 23 Sitterly Road - Site Plan (Driveway)**

Gavin Villaume: Good evening everyone Gavin Villaume with Environmental Design I'm here with the applicant from New Meadow School also with me is Mark Nadolney who updated the traffic report for the project. New Meadow School was approved about a year ago it's been under construction for I'd say a little over 6 months everything has gone according to schedule we're following the plan as you see it on the map with the exception that the applicant wishes to make a slight modification to one of the driveways of the front of the school. Currently, in this area here, there's a driveway that's proposed to connect to this existing roadway which also provides access, not only to the rear of the school but also to the apartments behind the school. The applicant is concerned that the access from Sitterly Road, specifically coming from the East the parents that are dropping off, the parents that need to get to that parking lot are gonna have a little difficulty making this turn to get over into that area so what we'd like to do is use the other driveway that we have over on the Easterly edge of the property to provide access to give us, again a more controlled access to the area where the parents would be dropping off the students at that location. Keep in mind a majority of the traffic for the school within the morning and the afternoons during drop-offs and pickups, all the buses and employees are all using this driveway making a one-way clockwise circulation around the school so this is really just for the parents that they have dropping off some of the students. Mark's updated his traffic report. He can just give you a quick little summary of what he did and we'll go from there.

Mark Nadolney: Good evening Mark Nadolney again from Creighton Manning. As Gavin noted, really all we did was reevaluate site distance at the Eastern parcel in order to avoid that, that movement that they feel might be difficult to negotiate for the drop-offs so we reevaluated the site distance on the Eastern site driveway the stopping site distance meets AASHTO Guidelines the site distance looking left to make a left and right turn out meets the guidelines of site distance looking straight for someone traveling on Sitterly Road to make the left turn in meets the guidelines and similar to the previous approved proposal, the site distance looking right is less than the guideline, however, it is not critically limited and that event that we're going to recommend that either an intersection warning sign or a school ahead sign be installed approximately 360' to the west of the driveway just to alert motorists on Sitterly road that there could be a condition where someone's waiting to make a left turn into the site and/or making a left turn out of the site. Again, we would recommend any signing or vegetation be located at least 15' back from the edge of the travel way to maintain site lines. So it's really a minor change with regard to site distance and the only change in terms of our recommendations would be putting that sign just to alert drivers that someone could be making a left turn in into the driveway at that location.

Don Roberts: ok, thank you.

Richard Berkowitz: All set.

Don Roberts: OK. Well, we need County Planning Board approval on this.

Richard Harris: No we dont

Don Roberts: I thought we did.

Don Roberts: Ok. Alright...ok. So we should still refer this to Clough Harbor for review. Alright. Ok?

John Higgins: I got one question

Don Roberts: Go ahead.

John Higgins: They're not planning on putting any signing, signage on Sitterly saying "school zone", yellow flashing lights, 20 mph.

Gavin Villaume: No, not at this time, no.

John Higgins: Not at this time or never? The trouble we have, we've had problems with this sight originally because we felt it wasn't appropriate and now you guys are changing it where the one in and out used to be just a strictly out and everything was gonna go around the building. So, I just wanna make sure that the applicant doesn't think that he's gonna come in and after the fact, and put a 20 mph zone there for school when it was never, ever mentioned before.

Gavin Villaume: Yeah, we have no plans to do it at this time. I can't stand here and say that we would never do something. I can't.

John Higgins: Well, the applicant's coming up. Why don't we let him talk.

Gavin Villaume: He'll say something different, but

Andrew Mackenzie: Good evening, Andrew Mackenzie in New Meadow. The only thing that we anticipate changing from the original design is to eliminate what is kind of a hairpin turn if you're heading West into that driveway and there's a bit of a grading there too which we're concerned about in the inclement weather. So the whole motivation behind this was simply and exclusively to create a safer, what we feel would be a safer, more effective egress in and out of the site. We have no plans to alter anything else from the original application.

Gavin Villaume: We never showed any blinking signs or proposal to change the traffic out on the Sitterly Road.

John Higgins: Well, again ya know, we were concerned about the buses, we're concerned about people, that's why we spent so much time on this site to begin with and, ya know, I understand that you're still gonna encourage the buses to use the entrance and go around the back of the school.

Andrew Mackenzie: Require it.

John Higgins: It's required.

Andrew Mackenzie: The only traffic that would come in that East side driveway would be the parents who drop their children off and pick them up. All bus traffic, all employee traffic will go in as originally planned. The employee parking is in the back and the buses come around and they go $\frac{3}{4}$ of the way around the building to the east side of the building where that's where we call our kid entrance that's where the children will come in and there's even an area there that makes it very conducive for that so, no bus traffic will be coming in that east side driveway.

John Higgins: Yeah, we had concerns about stacking on Sitterly and I personally, personally I think it's gonna make it worse with one entrance for both in and out. But again, that's just one person talking on the Board.

Andrew Mackenzie: Might I add that 100% of the buses there's a high stacking area that starts from the back of the building all the way around to that side now, we're talking about 14 buses so, and these are the small buses, these are the minibuses the little yellow ones and so, it's our feeling that most of those, and they don't all come exactly at once. There's a staggered timing that they come, because they're coming from 7 different counties around that we serve. So they'd be coming in, they'd be, the ones that are there would be pulling in the back of the building, around to the side, de-boarding their passengers and leaving.

John Higgins: Yeah, I'm not talking about the buses stacking, I'm talking about cars trying to get into your entrance with the amount of traffic on Sitterly at the time the people would be dropping their kids off for school again, I understand your concerns but I still think two entrances and the single or the one entrance in the single exit is a better, better way, but again, this is just my own personal opinion, thank you.

Don Roberts: Ok, so we're gonna refer this to Clough Harbor for review. Right? Thank you Joe. Thank you.

Andrew Mackenzie: Ok, thank you.

Don Roberts: Thank you.

17.136 Sysco Albany LLC, 1 Liebich Lane - Site Plan (Driveway)

Brian Sleseman: Good evening, Brian Sleseman from ABD Engineers, can you hear me ok, I'm here with Mr. Lewis Cosolonis from Sysco LLC, he's sitting over there we're here with a proposal to add an entrance only lane to the existing employee parking lot for Sysco Albany, LLC on Liebich lane we'll start by describing the current situation, currently, the parking lot has a 30' wide combined entrance/exit and this along with the internal traffic pattern has never really worked out great for them and over time his development has increased on Liebich it's only gotten worse and is actually kinda dangerous now I'll get back to that in a second but I want to describe the issues the existing entrance and exit has a curbed entrance of with a small radius and as you make a right, cars tend to swing wide to avoid that small radius and curb and they actually go over the center line so it's already kind of an issue and that upon entering the parking lot the striping design is supposed to direct traffic to make a sharp 90 degree right turn and then a sharp 90 degree left turn to go in a counter clockwise pattern one way around the parking lot in reality what's happening is the parking lot's never even close to full so the vehicles enter the parking lot and they kinda drive on an angle across all the parking spaces and we've actually seen some vehicles just drive in straight and go right down the parking, yeah the parking spaces so it's, it's not particularly safe and it's not a deal now adding to these issues is the substantial increase in traffic over the year's due to the development of Liebich , because at first, Liebich was a private road just for this facility so there really wasn't much traffic at all and any traffic was going to the facility eventually was dedicated to the Town and then there was a big increase in the residential development which lead to a lot of traffic and thru traffic and now since, ya know, these are folks just trying to get wherever they're going, a lot of them are moving pretty quick down the road and site distance isn't that great at the existing entrance and exit and like I said it wasn't a big deal before when there wasn't much traffic it was all coming to the site but um now it's kind of an issue so unfortunately there's nothing we can do about that but what's happing is like all that increased traffic and the speed of the vehicles is kinda being compounded by the issues with the existing entrance and exit so we discussed it with Sysco and we decided the best and safest design would be to add a proposed 16' wide entrance only lane that's aligned with the current drive aisle and we're going to remove that corner of the parking lot and like I said before, there's already plenty of parking so the parking spaces aren't an issue, it's never even close to full and grade, proposed drive aisle better going up and create more green space on either side so we'll have more green space on the side of the drive aisle then we'll have a island dividing the entrance and then the existing entrance and exit will become an exit only so you'll just go in counter clockwise pattern and you'd come out the existing entrance and exit we're going to stripe just to better find that exit. For the island that we're proposing, we're showing three proposed trees and we're also going to add a sign for Sysco which they don't have currently right now that would be right in the island. There is an existing slide gate that'll be reused for the entrance and then we're proposing a swing gate for the exit, we're proposing a catch basin down the slope of the proposed entrance there to catch any excess storm water that's being generated coming down that way because before it'd be caught in the corner of the parking lots and now we're trying to catch it before it goes into the street. And lastly, we're proposing to remove two trees that are adjacent to the storm water management system, a little bit down Liebich because it, as you're in your vehicle and you're looking left down Liebich the trees actually do really impede the site line of oncoming traffic coming up and around that corner so we feel that would really help and, like I said, we're adding three trees so it's actually a net gain of one tree so to

conclude we don't think that this proposal has any negative affect in the area or the traffic or the road and we think it'll only help to make the area safer, for not just the employees but also for vehicles travel through on Liebich.

Don Roberts: OK. Thank you, questions by the Board?

Tom Koval: You say you're adding signs from back later for a sign permit

Brian Sleaseman: Yes, yeah, we'll do that, yup.

John Higgins: Ahhh, I drive this road quite often

Brian Sleaseman: Yup.

John Higgins: Can, Lewis do you think you could put a stop sign on the exit because I know I've seen several times where people exiting the parking lot just fly right out and.....is there one there, ok.

Tom Koval: There is one.

John Higgins: I didn't remember, but as long as there is one there obviously some people don't follow it.

John Higgins: ok. But, I didn't know if there was one but that's why I asked. Thank you.

Don Roberts: Now this the one that needs County approval.

Richard Harris: Correct

Don Roberts: Right? I was reading it wrong. and we won't hear back until the July meeting. and we should also refer this to Clough Harbor for review and the Fire Department alright.? ok, so we'll get back to ya.

Brian Sleaseman: OK.

Don Roberts: Thank you.

Brian Sleaseman: Alright. Thank you.

Old Business:

15.003 Effie's Boutique, 1 Birchwood Drive Site Plan, 1 Birchwood Drive - Site Plan

Ed Esposito: Yes, I'm Ed Esposito I'm representing the Vaslock Family and ah, Effie is here, she's got a very unique idea for a very tailor made boutique for certain people so we've done our best to present a set of six drawings, a site plan and this is the grading plan

Richard Harris: Just pick out the one that's the best, the clearest..

Ed Esposito: OK, alright. This site was graded to basically stockpile snow in here that was a made feature the original application was granted zoning variance some time ago and in the file they had requested to close the this county plan and highway and just keep it, ya know, pretty much very simple parking that remove the doubt of any county permits. Um, another feature to this plan of staying the footprint of the building was reduced to stay within the setback envelope of this transitional zone and grading here, we got 36 ½ & 26 ½ there so there is no issue with the rear setback. Ya know so that all these good things were done in addition to providing a 6' PVC opaque fence

and _____ screen planning that would show on SP 1. Per these zoning criteria this site plan meets, ya know the intent of the zoning variances that were placed. The former home that was in here was removed about 6 years ago. The garage remains and it's, the owners are ready to do something. So what we've done and I could circulate

Richard Harris: We already gave the board the whole packet

Ed Esposito: Oh, ok. Just to walk you through some of the graphics were first emphasizing orbit views around the whole property. We were concerned of the interface of the abutting residential. I think they've done a good job to provide both the planting screen and the PVC fence along that that one home I haven't heard too much I know it's a drastic improvement from what's there. There is a catch basin here that is purely in design for an emergency overflow. They've got a cool looking building Effie became very interactive with the floor plan, ya know, there's other orbit views both from the corner, if you were sitting in the diner looking across and the elevation from Brookwood is shown and then a couple views #2 & 3 would be from the side like property. They intend to prune the existing evergreens, ya know, the planting is called out on SP 1, grading utilities, this is what we've got. Some site lighting which are all downward shields and if I could just peek at SP 3. We've only got two mass fixtures one in the back pointing out, one in the down pointing down and in the back we've eliminated the wall fixture there is an exit door I can get into that in a minute but just around the front two sides would be wall packs, which are 150 watts. Pretty much as the entry exit there's glass around this portion she's got a, some type of fireplace plan and a lot of places for gowns in her display with the ADA restrooms ya know, so that's an internal floor plan feature the trash removal is pretty much residential type It's, it's not intended with big dumpsters so there's gonna be some rollouts on the site plan it shows little concrete pad and enclosure which, but it's the same, ya know, trash pickup removal company that everyone uses on that street. The parking is not a lot for under 1,800 sq. ft. at 200 sq. ft. per vehicle plus an ADA we're about 10 cars required and 13 provided and they came up with a very unique maneuvering situation cause some of the deliveries are like no more than box trucks, FEDEX type so they could pull in, do their T-turnaround, unload at the back, stage a, ya know, whatever they need to I'm told it's primarily just the trash back to the trash is just cardboard boxes of recycling that will be kept neatly in the bin and removed weekly. They had a good idea we did reduce the parking from the original plan to provide for this very unique line striped area for, specifically for not only truck delivery maneuvering, but for the ADA parking no one has to really worry about backing into the front door. So we've covered, there are erosion and sediment controls details on SD 2, it's stabilized driveway, so fence around the site does tip towards the neighbor and on the post construction this will all be improved because now she'll have a planted burm and there will be a storm basin, excuse me, to create a new low area so the site drainage off site was improved dramatically, I feel and we've, they're, she by virtue of that existing catch basin in Birchwood that's pretty much it for that overflow from that lawn system. It's also a good place that the owners envision for stockpiling the snow in the winter so it's a small site, it's .83 acres it wounds up netting 78.9 percent green space and the existing gravel parking buildings came down or turned to pavement and that's about it test pits checked out it's 5 minute perk and they stabilized no groundwater pit was to 5' so it's a 2 1/2 feet deep storm water area, we're assuming 2' minimum clear but we didn't hit groundwater. If there's any questions.

Don Roberts: Any questions by the Board?

Marcel Nadeau: Yea, explain to me the buffering you having against the residential. This is basically a residential neighborhood.

Ed Esposito: Sure. That the zoning note called for an either/or condition so the owners are exceeding the code by doing the 6' opaque fence and, ya know, I understand they get along fine with the neighbor the fence, she started doing the fence, but now the fence will be completely installed plus additionally the 4' minimum high hedging ya, know, like an arborvitae type hedging were required during the zoning so I understand it was an either/or condition we're doing both just because of that transitional buffer and setback and he was directed during the zoning to stay within a reduced building footprint meeting all the zoning setback criteria's to that abutting residential which I think, ya know, we've reduced to building we've designed a building that would fit in that compliant footprint.

Marcel Nadeau: So again, what's the height of the green fence?

Ed Esposito: 6' with a 4' high hedge so there's, and on my landscape plan, there's 38 evergreen's across the fence so they get to look at a brand new fence and we've buffered it either way with both the planting and the fence.

Don Roberts: Anyone else?

Marcel Nadeau: The fencing is on your property, correct?

Ed Esposito: Right on the property line. And the planting is on this site's property, I don't think there's a bad side to a PVC fence that looks the same from both sides but I think we're talking on their detail sheet SD 1 we, it's one of the nicer fences with the waffle pattern at the top. It's quite nice. And, ya know, we're very compatible and respectful of the neighbors to just make sure she knows what she's getting before she gets it and

Don Roberts: Have you spoke to the neighbor yet?

Ed Esposito: I personally, I understand she's got, she's not, she's absentee at this time and her son is residing in the home. I don't know if he's here

Don Roberts: Is he aware of what's going on or no

Ed Esposito: Yes

Don Roberts: He is, ok

Ed Esposito: There is no, there was a public hearing for this zoning review so, ya know, they, the families put their best forward to just, ya know, be a good neighbor and cleanup the site and I think as Jimmy mentioned the nice lawn, nice earth-tone building, low level lighting, but it's good for Effie to have a nice little retail business they're low impact, to not big on then on the neighborhood. It's just a few cars pulling in and out it's a good fit.

Marcel Nadeau: What's the distance of the driveway compared to Grooms Road?

Ed Esposito: The distance from the driveway to Grooms Road?

Marcel Nadeau: We'll say center driveway to Grooms.

Ed Esposito: OK. It looks like 65'. The driveway's set back 65' off the center line and Grooms. It's the existing driveway. It's the geometry is on SP1 for the layout of the radius, I'd have to open the big plan I could tell you the radii of the pavement but it was an enhanced

Marcel Nadeau: My concern is

Don Roberts: He's coming back anyway so there's nothing going on tonight.

Ed Esposito: OK. There's an enhanced pavement version of the existing driveway.

Don Roberts: Any other questions?

Ed Esposito: It's wall mount its _on the renderings, we've got these niches of boxed out efis, know, some relief and ya know, again, it's a little building identification there no like signs

Don Roberts: Well, that'll be approved as we go along.

Ed Esposito: Yea.

Don Roberts: We need to refer this to Saratoga County Planning Board, Clough Harbor Associates and the Fire Department. All right and we'll get back to ya.

Ed Esposito: Alright. Thank you.

The Planning Board referred Effie's Boutique's Site Plan application for further review from Saratoga County Planning Board, Clough Harbor Associates, and the Fire Department.

Marcel Nadeau made a motion to Adjourn the Planning Board meeting. Tom Koval seconded. Meeting Adjourned.