

**MINUTES MEETING
Town of Halfmoon Planning Board
November 14, 2016**

Those present at the November 14, 2016 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: Margaret Sautter
Cory Custer
Mike Ziobrowski-absent

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

The following board members abstained from voting to approve the October 24th minutes because they were not present at the meeting: Tom Koval.

Rich Berkowitz made a motion to Approve the Minutes from the October 24, 2016 meeting. Tom Ruchlicki seconded. Motion Carried.

Public Information Meeting:

16.155 Valente/Fitzgibbon Lot Line Adjustment, 242 Brookwood Road - Minor Subdivision

Don Roberts: Would anyone like the notice read? The applicant here? Ok , come, please make your presentation.

Frank Palumbo: Frank Palumbo from C.T Male , representing the applicants. It's a simple lot line adjustment. Previously a two lot subdivision was done for Valente on Brookwood Road and the Fitzgibbons are here. They had just been using some of the property, when they got the final lot lines, saw what was there they worked out an agreement with Valente and we would like to make that simple lot line adjustment. There's really not much more to it so I'll keep it at that and see if there are any comments.

Don Roberts: Ok, thank you. Would anyone from the public like to speak? Seeing no one wants to speak I'll close the public hearing. Board members any comments or concerns?

Rich Berkowitz made a motion to declare a Negative Declaration pursuant to SEQRA and approve The Valente / Fitzgibbon Lot Line Adjustment. Marcel Nadeau seconded. Motion Carried.

Frank Palumbo: Thank you very much.

Don Roberts: You're welcome.

New Business:

16.162 Linden Woods I.D., Sign, Dunsbach Road - Sign

Brandon Marini: Good evening and thank you, pretty simple just...

Don Roberts: Could I have your name please?

Brandon Marini: Sorry , Brandon Marini with Marini Homes and I'm requesting approval for a temporary project I.D. sign for our new subdivision Linden Woods located off of Dunsbach Road across from Red Maple Lane. As stated in the description the sign is aluminum , one sided , 4'x 8' , getting a total of 32sq ft and the max above grade will be 6'ft.

Don Roberts: How long you plan on keeping the sign there?

Brandon Marini: Until we are ready for a permanent sign. So once we have a few homes sold in the subdivision we usually go ahead with the permanent I.D. sign.

Don Roberts: Comments from the board?

Rich Berkowitz made a motion to approve Linden Woods temporary I.D. Sign application. Marcel Nadeau seconded. Motion Carried.

Brandon Marini: Thank you.

16.163/16.164 Tuttle Law Firm, 1520 Crescent Road - Change of Use/Tenant & Sign

Jim Tuttle: Good evening everybody. My name is Jim Tuttle. I'm moving into the premises at 1520 Crescent Road. I'd like to replace the sign that was there on behalf of my prior tenant with this sign. I think it's in keeping with everything else thats there. I'm not enlarging or changing anything.

Don Roberts: Just changing it out that's all?

Jim Tuttle: That's right.

Don Roberts: Comments from the board?

John Higgins: So there's gonna be three businesses operating out of that location now.?

Jim Tuttle: Actually there were two businesses in the space I'm now occupying, so we are reducing the actual number of businesses on the premises by one.

John Higgins: Ok , how's parking for that site? I don't think I've heard of any problems I just wanted to make sure your meeting the requirements.

Jim Tuttle: There isn't any problem that we are aware of. That parking lot is rarely half full and I'm not going to contribute much, most of my clients are else where.

Rich Berkowitz made a motion to approve Tuttle Law Firm Change of Use/Tenant & Sign applications. Marcel Nadeau seconded. Motion Carried.

16.171 Metabolic Meltdown, 3 Liebich Lane - Change of Use/Tenant

Matt Phelps: Hello I'm Matt Phelps the owner of Metabolic Meltdown.

Don Roberts: Can you explain what you would like to do ?

Matt Phelps: Yea we would like to move our business to 3 Liebich Lane. We came here to the town of Halfmoon last year. Within a year we are up to 360 clients. We've simply outgrown the space. We love it here in the Town of Halfmoon. We've received a lot of good feedback from this community and we are excited about the possibility of reaching a broader scope of clientele.

Don Roberts: It is a fitness center, right?

Matt Phelps: Yes.

Don Roberts: This is being recorded for the record.

Matt Phelps: Ok , I'm sorry , we are , we own a fitness business. Yes.

Don Roberts: Any questions?

Rich Berkowitz: How much time between classes?

Matt Phelps: Officially there's 15 minutes between classes, but often times the classes are out by 20 of the hour.

Rich Berkowitz: Are there locker room facilities or...

Matt Phelps: We would like to have locker room facilities built into the set up, yes.

Rich Berkowitz: There are about 20, 30 participants in each class?

Matt Phelps: Average class size is 20 members.

Rich Berkowitz: Ok and how much parking is there?

Matt Phelps: I believe 140 parking spots

Rich Berkowitz: Ok and this is the first tenant in this building?

Matt Phelps: Yep.

Rich Berkowitz made a motion to approve Metabolic Meltdown Change of Use/Tenant Application. Marcel Nadeau seconded. Motion Carried.

Don Roberts: Oh Sir , if you want a sign you have to come back for a sign, Ok.

Matt Phelps: Ok.

16.173/16.174 Al-Arqam Center of Saratoga, Inc. 183 Guideboard Road - Change of Use/ Tenant & Sign

Raheem Mohammad: Good evening my name is Raheem Mohammad, I'm one of the board members of Al-Arqam Center of Saratoga and he is the President of the Al-Arqam Center and he is the secretary for the board.

Dansh Feruki: My name is Danish Feruki.

Ramon Kleo: My name is Ramon Kleo.

Raheem Mohammad: So we were here four years ago when we got the approval for the Halfmoon Masala, which we operate currently, right in front of the Trick Shots in Halfmoon. So we are planning to buy a place right on the intersection, you know where Stewarts used to be on Guideboard.

Don Roberts: You own Stewarts, that's on Guideboard Road right?

Raheem Mohammad: So we are trying to buy that place and we want to get the same permission we got there, but since because its a bigger place, we have bigger area and all of that. So we are going to do the same activities we used to do at Halfmoon Masala, and now its changed with a name, a new name and we provided the new name as well which is Magjid Al-Arqam, also known as Al- Arqam Center of Saratoga. So we gonna operate with this name in the new place. So we have a closing probably on the 30th of December.

Don Roberts: And how many members do you have in the congregation?

Raheem Mohammad: On an average, on a daily basis we pray 5 times a day, so it depends on the daytime. If its on weekends we might see 5- 20 people or on Fridays we have a big congregation where we might expect 30-60 people.

Don Roberts: Now when you pray 5 times a day, do you have like a speaker or something outside that calls for?

Raheem Mohammad: No, we don't have anything.

Don Roberts: So there will be no outside noise?

Raheem Mohamad: It's gonna be all inside. The song stays inside, its not gonna go outside, it's not gonna disturb the neighbors.

Don Roberts: Ok , that's what I was thinking about. Ok, any questions from the board?

Rich Berkowitz: Is the canopy still there or has that been removed?

Raheem Mohammad: A tank has been removed, and everything is cleared.

Rich Berkowitz: So that canopy is gone also?

Raheem Mohammad: That is a very old picture from Google so, yes.

John Higgins: Are the parking spots all lined?

Raheem Mohammad: There are parking spots, you can see in there next to the building. That side and that side as well, as on this side yes. Those are all lined.

John Higgins: Do you have plans to line the rest of the parking so that it's organized?

Raheem Mohammad: Yes , I did talk to Rich and we gonna schedule a meeting and then we gonna draw up a picture and then yes.

Don Roberts: Rich , can you explain a little better?

Richard Harris: As discussed at the pre-meeting and I discussed with the applicant prior in the hallway, there's 15 lined parking spaces and at their peak they expect upwards of 60 people. Now as we discussed it's not always one person per car, there's families and there's two to a car so a conservative estimate would be there would be 30 to 35 lined parking spaces needed and I really think the board members agreed and I think the applicants understand. In that vast area of concrete in the front where the canopy was and the gas tanks right here, it could accommodate approximately 20 parking spaces, which would be 20 lined parking spaces with adequate aisle widths. So what I suggested to the applicant is we could sit down and draw on the existing site plan. If for some reason they needed more than 35 this area is relatively flat and in here they could easily fit another 10-15 cars in those spots. So I suggested and as we talked about at the pre-meeting, having the applicant come back with an amended site plan on the existing site plan showing lined parking spaces here and I think that would address the idea that you should have some sort of orderly parking. Otherwise I could see a couple of people coming in first and everybody following and you only fit 10 cars because of the way people park there, and we wouldn't want anything to spill onto Guideboard or close to the driveway. So I think you got a lot of room here to fit another 20 spaces.

Don Roberts: Thank you Rich. Any questions?

Rich Berkowitz: Should we do the sign at the same time?

Don Roberts: You also have a sign application as well right?

Raheem Mohammad: Yes, that's right.

Tom Koval: Yes I mean they have the 20 land banked spots in the back that could go towards it, we're gonna hold off on any approvals until we get a revised site plan. So do we just want to do the sign permit at the same time?

Don Roberts: You have ...I would like to show the rendering. There we go. It's going to replace the old Stewart's sign?

Richard Harris: They aren't replacing the existing sign structure. They are just replacing the panels.

Tom Koval; Do we know what the current size is though, because we have been kind of restricting...

Raheem Mohammad: Its 4'x8' .

Tom Koval: 4'x'8' but how tall?

Raheem Mohammad: 11ft tall from the ground level.

Tom Koval: Thank you.

Don Roberts: Ok, we just want to get this all out in the open so we know what's going on here that's all, so at this point I guess we should wait for a new site plan to be drawn up showing the revised parking area.

Raheem Mohamad: Sure.

Don Roberts: And we have time because you're closing is when?

Raheem Mohammamd: 30th of December.

Don Roberts: Ok so we have time to get that all done .

Richard Harris: Yea, we will meet with them some time this week and map it out on the existing site plan.

Don Roberts: I think we should wait to get the site plan alright ok?

Richard Harris: We will plan to have it on the next agenda.

Don Roberts: Right, yes, ok thank you.

Raheem Mohammad: Thank you.

Ramon Kleo: Thank you.

The board decided to table the application until the next board meeting on November 28, 2016 so the applicants can submit a revised site plan with acceptable parking spaces added.

16.170 Elite Ride Inc., 17B Woodridge Circle - Home Occupation

Jameel Mohammad: My name is Jameel Mohammad and I live at 17B Woodridge Circle, Clifton Park. Good evening everyone. The board members thank you for having me here. I just request for the board members and committee members I live there and I start a small business that is called Medical Transportation. So we provide the patient service to hospital and dr. appointments. We have a state contract with the state. They send us the paperwork online, we print the invoices and the next day we give the service to our clients. There is no any activity with any clients coming to our home. So far I have one car and my other private car. So the two cars park already when I was using the same car. I know I changed the plates to be delivery cars. So I request, I have to support my family because I was running business at Halfmoon Getty for 13 years and most of my customers are here too. So I was living in this community, so I lost most of my business because the Getty filed bankruptcy. So I request of everyone please approve my application so I can please feed my family. Thank you very much.

Don Roberts: Any questions?

Tom Koval: I would like to make a motion to set a public hearing

John Higgins: So the maximum number of delivery vehicles you are going to have on site is 2 correct?

Jameel Mohammad: Only two. Two vehicles yes.

John Higgins: That's going to be the maximum ever?

Jameel Mohammad: That is only maximum yes.

John Higgins: Ok , thank you.

Don Roberts: That's the number of vehicles being used for the business and you're going to have personal vehicles as well.

Jameel Mohammad: Personal vehicles.

John Higgins: With delivery plates.

Jameel Mohammad: I am going to be changing personal vehicle to be delivery vehicle like the one I already have. Honda Accord I was using that personal and then I changed that. Other one car is a private. I'm going to be changing the plates. There's no extra cars coming, still 4 cars.

Don Roberts: Ok , 4 cars.

Marcel Nadeau made a motion to set a public hearing for Elite Ride Inc. on November 28th 2016. Tom Koval seconded. Public Hearing set.

16.165 Paris Site Plan , 556 Hudson River Road - Site Plan

Eugene Kim: Hello, good evening board members. My name is Eugene Kim from SYKIM Land Surveyor. I have here Rich Barber representing Gerald Paris, the landowner, and Chris Dennis, doing architecture work for this. So we are proposing a site plan here. To give you a little background and history back in 2008 there was an approved site plan with the town of Halfmoon for 2 office buildings, actually 1 office building and 1 garage, about a 5,000 sq ft and a 4,000 sq ft one with a 3 future areas for proposed future office buildings. Back in 2008 the owner decided that the project got too big and finances didnt quite work out so starting last year we came up with a new concept that we've sent in an initial proposal for a few weeks ago. Here we just have an overall parcel 9.8 acres and these are two different parcels actually. Ou overall land area is 9.8. The front parcel is 1.7 acres here and we are proposing a 3,000 sq ft garage building and a 3,600 sq ft proposed office. Bu right now we are trying to phase this out to get an approval for the garage building first. Here we have a rendering up there and kind of see the one story office for future development but this is basically an overall site of the overall build out of the property. It s in an M-1 industrial zone, 350ft of frontage, we are proposing public water and infiltration basin for stormwater and septic field and system for sewer. That' pretty much it for now, I'm not sure if you have any questions.

Don Roberts: Once the garage is constructed, here will be no vehicles outside right? no equipment outside?

Rich Barber: Exept what is currently stored on the property in the back in the other half of the property. Nohing that would be stored around the building. I'm sorry, 'm Rich Barber and present Jim Paris and Son. The current storage we have now in the rear of the property which is not shown on the layout up there, it would remain the same. But what we have proposed here would not have any vehicle storage around the building.

Don Roberts: But there still will be vehicles outside?

Rich Barber: Correct, but not equipment.

Don Roberts: Equipment?

Rich Barber: Yes.

Don Roberts: Any questions?

John Higgins: Are you going to use the existing curb cut, only the one curb cut?

Rich Barber: Yes.

John Higgins: And that's the existing one ?

Rich Barber: Yes.

John Higgins: A couple of the members have noticed that you're doing quite a bit of equipment and vehicle sales, access vehicles on the site and its just, we were just wondering if that was going to continue?

Rich Barber: Unfortunately, a lot of that isn't always company owned stuff , a lot of that ends up being people that ask to put things out there. If that is an issue for anybody, that could certainly be corrected and not done anymore, absolutely.

Tom Koval: The front of the property is going to be manicured, finished, because you're not going to have dedicated space for selling vehicles any longer. That's just what we are trying to get away from.

Rich Barber: Correct, yep I understand.

Tom Koval: trying to keep that strip looking decent. You have some nice looking buildings going in there now so.

John Higgins: Lynn could we get a legal interpretation of ... are they allowed to have other vehicles on the site that aren't registered for sale that don't belong to the company?

Lynn Murphy: I don't know what their licensing is as far as DMV goes etc., but as you are aware you could always designate, you could either say "no" or you could designate an area for them to store any outside vehicles that they have onsite.

Rich Barber: If it helps at all there will not be any storage of vehicles to the front of the building. So anything that would be storage would be behind any buildings that we would put up. A lot of you are familiar with the property now. The storage is where the vehicles are up in the back now is where they would remain, they would not come forward of anything that we had there.

Tom Koval: Alright.

Don Roberts: I think that would help.

Tom Koval: Yea, so in your future correspondence with us, we should make known there will be no storage of any vehicles out in front of the property

Rich Barber: Absolutely not, we can make that possible.

Don Roberts: Ok, anyone else? Do you think we should refer this to Clough Harbor for review Joe? Alright, ok, thank you.

The Board decided to refer the application for Paris Site Plan to Clough Harbor for review.

16.175 Rte 9 & Fire Road Office Building/ Retail (Phase I Entrance) 1714 Rte 9,- Site Plan

Ed Abele: Hi my name is Ed Abele from Abele Builders and I'm here tonight with Gavin Villaume from Environmental Design Partnership, and Wendy Holtzberger from Creighton Manning Engineering. We are here to seek site plan approval on a project that principally is in the town of Clifton Park. It's an office - retail project and late last month we received final site plan approval from the town of Clifton Park and we are here tonight because part, a very small part of the property as you can see on the screen, and then also right here is in that little section right there, that little triangular section is in the town of Halfmoon. You can see the town line right there. So, because some of the project was in the town of Halfmoon, we're required to come before the board. Prior to this meeting the determination from the town of Clifton Park was sent over to the Planning office and hopefully Rich received that and then also the SEQR determination was all sent over and I believe that was received.

Richard Harris: Yes, and, as I made note at the pre-meeting that SEQR determination and the traffic analysis was on the entire project.

Ed Abele: Correct.

Richard Harris: We are only here for reviewing Phase I.

Ed Abele: That's correct, right. That's a very good point. So this section right here (Phase II) is mainly in the town of Halfmoon and that is something that is not approved and it was not part of our approval in Clifton Park because mostly it is in Halfmoon and we are not seeking approval yet, as we haven't identified a user. However, the traffic analysis that was done for the project did include the traffic there, the expected traffic generation out of that Phase II. I'm not sure anyone has seen what the project looks like but this is a fairly good representation, a rendering. I brought it to many meetings in Clifton Park, but I'm not sure if the board had the benefit of seeing this. Basically, you're at Key Bank and you look across the street, that's generally what you're going to be looking at. A small retail building and then a larger office building in there. So with that, that's generally the overall point of the plan. Gavin's just gonna walk through a couple of site plan issues and of course we are here for answering questions.

Gavin Villaume: Ok, thanks Ed. Well as far as the site plan goes, most of you are very familiar with the location of the property but just to again clarify a few things, the property actually has frontage not only on Route 9 but also on Fire Road. We also have frontage along Northside Dr. which runs behind where Chili's is and the hotel is right here. So one thing that was discussed quite a bit was which way traffic is going and Wendy can kind of point out a quick few items with regard to which way traffic flow would be. But essentially it gets evenly split on those three roadways and it's also important to note that right now the existing driveway is along Route 9 is full access. It's quite a wide curb cut that's there now. There were several commercial buildings that were there. I think there was one that was right about in here that was recently moved. There was another old tax building at the corner. That building has been removed. And there's another residential structure here that will be removed. So there's quite a few access points to get people in and out of the project. Again, the design is to have a full access driveway come in here on Route 9 to provide a boulevard entrance and a nice view of the new building which is the 3 story office building. These 2 buildings are small retail and small bank out parcels. There will be an anticipated drive through on the small bank on which circulation would come around this way and then get back out to the boulevard. A majority of the parking

which is nice is hidden towards the back of the property. That's where the main field of parking is and I know the town of Clifton Park was glad to see a lot of the parking go to the rear. The trend is to try to get as much parking in the rear and more buildings up front. Another important feature that obviously Clifton Park's been working on too and I know you folks have been doing the same thing, is trying to encourage pedestrian access along Route 9. It's a very busy corridor, obviously sometimes it works, sometimes it doesn't, but in this particular instance I think it will be a good idea to have a sidewalk along Route 9 for future pedestrian access. Were not sure if there will be pedestrian access on Fire Road but we have left enough room for sidewalks there. As far as any kind of utilities running out towards Halfmoon, most of the utilities are kind of at the rear of the parcel. We're connecting to an existing water main on Northside Dr. and there's actually a sewer line that runs through the property. There's a Saratoga County sewer easement and were connecting sewer to the project from an interior sewer line and those are pretty much the site plan features. I think Wendy, if you want to just quickly give them a breakdown for traffic.

Wendy Holtzberger: Hi, Wendy Holtzberger, from Creighton and Manning for the record. Just briefly, we did a detailed traffic impact study. We included the intersection just to the north where Route 9 an Old 146 and Fire Road intersect and also to the west at the northbound exit 9 ramp with 146 and Fire Road as well. So those were the two intersections we did the detailed analysis of, including the site driveways, as well, which as was noted. There's several different options for dispersion of traffic in and out of the site. We went through that process with Clifton Park and they reviewed our study and we also worked with the Dept, of Transportation and they also agreed with the findings of our study, with the one mitigation that was recommended was altering where Fire Road comes out at the Route 9 ramp. There's currently two lanes and the left turn movement is not a very active movement and there's enough lanes on 146 to change that arrow to have the left turn lane be a shared left, right turn lane, to help facilitate more right turning movements out of Fire Road and actually helps the existing delays, as well as the proposed. That's really just a quick summary. I can go into more detail or if you have questions I'd be happy to answer them.

Don Roberts: Yea, Wendy, I've got a question. Are the patrons for Chili's and Delmonicos going to have access to this new...

Wendy Hertzberger: They would, I mean Northside Drive intersects like the driveways, so they would be able to access it if they chose to.

Don Roberts: Has your traffic study included that or no?

Wendy Hertzberger: We did not include cut through traffic because the analysis shows that Fire Road, the inner sections at Fire Road on both at the northern end ,if you were going to cut through there you would probably be going to the north and the Fire Road intersection, you know, has good capacity, so it's more likely that someone would go up Fire Road and use the signalized intersection.

Don Roberts: I'm just concerned that people might try and get out of there and go north on 9 crossing all of that traffic. Might be tough ya know?

Wendy Hertzberger: Yes, understood, and that's why we think it wouldn't be as attractive to cut through traffic. That one of the advantages is ya know right now it's this thing that links into Fire Road at the signal, ya know, Fire Road has signals at both ends.

Don Roberts: Anyone else?

Rich Berkowitz: I can't remember, is there a left hand turning lane on Route 9 going into the project?

Wendy Hertzberger: There's a two way left turn lane on Route 9, yes.

Rich Berkowitz: So there's a center strip?

Wendy Hertzberger: Yes, the center is two way, so it can be used for entering and exiting.

Rich Berkowitz: Ok.

John Higgins: Did you look at the possibility of people heading south on Route 9 using this as a cut through to get to the Northway and avoiding two traffic lights?

Wendy Hertzberger: So, you're saying, if they were coming south on Route 9?

John Higgins: Coming South on 9, they come through the traffic light on Fire Road, but they make a right and then cut through to Northside Drive in order to miss two traffic lights, the light at 9...

Tom Koval: They would only be missing one traffic light.

Wendy Hertzberger: Right.

John Higgins: No, because they would be driving through multiple turns to do that, it would be more time consuming.

John Higgins: Well no because you are missing two traffic lights.

Tom Koval: Where?

John Higgins: You're missing the light at Route 9 and then the second light at Fire Road.

Tom Koval: No, if you cut through you still got to hit that light.

John Higgins: No, but you can make a right on red onto Fire Road.

Rich Berkowitz: You can also cut through Fire Road and do the same thing. they are going to do both.

John Higgins: Where Fire Road is a 90 degree turn and this just seems to be a little bit easier going through. Don't know, I just was wondering if you took that into any consideration?

Wendy Hertzberger: Again, we didn't add cut through traffic because our thought is the site is not as attractive for cut throughs because Fire Road kind of facilitates those movements. You know, if you're coming down and you take a right and you're on Fire Road, there's really no reason why you would meander through the parking lot and then take a left again.

John Higgins: I didn't say, I said taking a right off Route 9 after you've passed the Fire Road, people on their way to work tend to try and cut corners to get in and I was just wondering if you looked at the possibility of that happening, that's all.

Wendy Hertzberger: Yea, and again it doesn't seem like there would be a lot of cut throughs, but I understand your point but you still would be making some turns at un-signalized intersections where you could kinda get a straight shot at Fire Road.

Marcel Nadeau: I'm also looking at the planting plan and there's two trees right at the corner of that boulevard entrance and how close is that to Rroute 9 where it wouldn't obscure anybody from turning?

Gavin Villaume: I know we had some, we can double check to make sure we're back far enough. We originally had some trees on the boulevard itself and we took those trees out so now I believe most of this is just low shrubbery, but there are some street trees that the town had wanted along the frontage, so we just have to make sure..

Marcel Nadeau: I just was just concerned about those two right next to the entrance.

Gavin Villaume: Yea, we'll just make sure that they are far enough away .

Marcel Nadeau: ok

Rich Berkowitz: what's the number of vehicles you are projecting to come out of that office building?

Wendy Hertzberger: The peak hours for the office building, there's about 89 in the A.M. peak hours and 85 in the P.M. peak hour, thats both entering and exiting vehicles.

Rich Bekowitz: And the current entrance/egress has been able to go north on 9?

Wendy Hertzberger: Correct.

Rich Bekowitz: So they have to cross those lanes to go north?

Wendy Hertzberger: Correct, and again with the other access points, you know during the busier peak hours it's expected that ya know more people might use the exit/entrance on Fire Road and then use the signals.

Don Roberts: Anyone else?

Marcel Nadeau: Have you predicted a percentage of increased traffic from this site to the previous site?

Wendy Hertzberger: I don't think we did a comparison of what was there versus the new.

Marcel Nadeau: It's probably going to increase a lot isn't it? Yea you had Captain Treasure, you had a tile place, yea so it might increase 40, 50 times.

Ed Abele: Well I'm not sure about that, but I know the Old Village Plaza generated close to what we had. I think the question was what was there and what was there was the Old Village Plaza and without getting into specifics and I'll have Wendy correct me if I'm wrong about this, but there wasn't a lot of business activity compared to what we are having now. It's larger now, it's definitely a more intensive use of the site.

John Higgins: And Ed just for the record could you give her your name also.

Ed Abele: Sure, Ed Abele,

John Higgins: Thank you.

Ed Abele: No problem.

Ed Abele: The traffic was looked at very closely so...

Don Roberts: At this time I'll have to have Joe take a look at this...Joe right? And we will have Clough Harbor review this for further comments from Joe and we will put you back on alright?

Ed Abele: Ok, that sounds good.

The Board tabled Rt.9 & Fire Road Office Buildings Site Plan application so Clough Harbor and Joe Romano could review it.

Old Business:

14.129 Betts Farm PDD, Betts Lane and Hayner Road - PDD Recommendation

Gavin Villaume: Gavin Villaume with Environment Design Partnership, and again here with Ed Abele from Abele Builders. Obviously, you're very familiar with this project. We've presented it many times, more recently we've gone through a couple review letters from Clough Harbor. You had referred it to Clough Harbor I think at the last meeting in July. So we did get a round of comments. We got a letter from them shortly after that meeting and we've responded back to those comments and we're now in front of you this evening to really kind of wrap up I think some of the last minute comments that recently came in. So I'll just quickly go over a couple of the more important ones. The goal here obviously is to I think set a public hearing for this project before it goes back in front of the Town Board with any of your recommendations. So as far as the site or the subdivision goes the most important thing I think right now we are waiting for is the memorandum of understanding that I think Lynn you've been working on that with...have you been involved in that? Yea so I think that's getting close as far as I know. I think there are several other projects that you are involved with that.

Lynn Murphy: We are waiting for a review from Ms. Bakner.

Gavin Villaume: Good. Ok, so then we are almost to the end of the memorandum of understanding with the other project developers in the area that are all going to be contributing to these traffic improvements in the area. So that's probably the one thing that I think that we are just kind of still waiting for to get a closure on that end. But as far as the other comments that had come in from Clough Harbor, again I'll just go over a couple of them. We've made some additional notations to some of the improvements on Betts Lane, as you know we'll be widening the road, we'll be improving the drainage and taking off the top of the hill of Betts Lane. So all that's been now documented as far as some of the expectations from the town on what we're doing with Betts Lane, but we are making improvements to that. We're also evaluating the intersection down here at Hayner, that one comes in at an angle that's a little less than normally required by the town. Typically they like to have it right between 90 and 75 degrees, I know we are a little shy of the 75 degrees but keep in mind this really is our secondary access. The access of our traffic really runs out Betts Lane, but there's probably some room that we can make some improvements to what we currently show conceptually. Again, we're just at the conceptual level at this point and the detail plans will hopefully improve on the geometry of that intersection, so we're working on that. We've also highlighted the fact that we are going with 8ft side yards, which is similar to Glen Meadows and I think Paul's working with the fire dept. to double check the total 16ft between the buildings would be adequate for them, but we're assuming that it would be if it was a similar set back that was used on Glen Meadows. So we've kind of finished that up and then really the only thing is they had brought up some of the safe slopes, we had Dan Louckes, geo-tech engineer, establish a safe set back line along the back of these properties. You can see how steep these contours are so we didn't want to have these houses too close. I think what Clough had pointed out in their letter is we've got a few of these storm basins in an around those slope areas, and again these are just conceptually shown we think there is plenty of room for the storm water management areas. If we need more room, we would slide a few lots down and we might lose a lot if we have to gain more area, but we feel that we do have enough room for these conceptually shown storm water basins and we'll make sure that they are

further back from the set back of the slopes. And again, we don't have all the grading determined for those basins at this point but we don't see any problems with the set back. So those are just a couple of the more important changes that we've made and again we're hoping to get to a public hearing on this.

Don Roberts: Ok thank you Gavin, questions from the board?

Tom Koval: Yes, I have a lot of concerns about the exit onto Hayner Road. It's not exactly what it was first made out to be in my opinion. The amount of units you're adding down at the end, I'm going to call the lower third of the property, for lack of a better description.

Gavin Villaume: Yea this lower section.

Tom Koval: You're adding all these four-plex's there and the easiest egress from that property is going to be onto Hayner Road. I'm very familiar with that portion of Hayner Road. We have a rise in the road, there's some trees right close to the exit of that. I don't personally feel it's a good safe option, I'd like to have some more traffic study done on that exit. You're really dumping a lot of people out there.

Gavin Villaume: I think we can obviously re-look at that intersection to improve it the best we can. Unfortunately, we really just have a limited amount of property to improve on it. But certainly within the right of way and within the piece of property the Abele's have, you know, I think we can make that intersection better than what we are conceptually showing at this point. As far as the number of cars that are going to go through there I know Wendy wasn't involved with the traffic study on this project, but we can kind of get a little better handle as far as what the impacts or implications, I should say, would be from any traffic discharging from that cul de sac, which is where those units are that you refer to.

Tom Koval: Yea, I'd like to see the impact on Hayner Road and then Hayner and 236.

Gavin Villaume: The original estimate I think for this portion, I think it was 30 % of the expected residents would be exiting from this intersection versus 70% on Betts Lane. But we'll double check those numbers.

Tom Koval: Just simply because they are all floor units down on the bottom. So it's technically, it looks like 30 % of the property, but the occupancy of the dwellings look to be a lot more than 30% to me.

Gavin Villaume: Ok, we can double check that there's also the potential that we could move the units around and maybe we don't go with the fourplex units there. We put the four-plex units at another location on the site, which might be better.

Tom Koval: It may mitigate that issue down at that end of the property.

Gavin Villaume: Yea, no, that's a good point, yep.

Don Roberts: Anyone else?

Marcel Nadeau: Gavin, what was done with the site distance with the barn coming out on Betts, that is going to be your main entrance?

Gavin Villaume: Yea that will be the main entrance. The site distance now, as long as there's no hay wagons in front of it, is fine.

Marcel Nadeau: What are you going to do when the hay wagons are there?

Gavin Villaume: Well, there's nothing we can do. There's no improvements that we can make that will mitigate the fact that the hay wagon would be there.

Marcel Nadeau: So, you're stating that would create a safety issue, is what you're stating?

Gavin Villaume: Well, I mean yes, it's going to hinder your ability to see at that intersection. That's Betts, Betts Lane's got the barn.

Don Roberts: I think you know based on the concerns with Hayner Road and Betts Lane, Joe would you take another look at this and see what we can come up with. I don't want to schedule a public information meeting until Joe's got a chance to review this once again.

Gavin Villaume: Yea, we just recently, last week I think, got some information over to Joe so, if there's some more information that we can supply him based on your comments tonight we will also do that.

Tom Koval: Yea definitely, I think an updated traffic study.

Gavin Villaume: Yea we can update the traffic sure.

Tom Koval: Utilizing those other intersections.

Gavin Villaume: Yep.

Don Roberts: Cause I hesitate to schedule a public information meeting at this time.

Gavin Villaume: Oh that's fine, yep

Rich Berkowitz: Gavin, could you show us a little more detail on that 70 degree issue.

Gavin Villaume: Yea, I can do a little blow up of that area and you can kind of see it better, no problem.

Marcel Nadeau: Can you also do some percentages of units north and south of the main entrance.

Gavin Villaume: Sure.

Don Roberts: Alright.

Gavin Villaume: Alright, great thank you.

The board tabled Betts Farm PDD Recommendation for further review from Clough Harbor, Joe Romano and the fire dept.

16.031 Brookwood Farms Phase I Residential Subdivision, Brookwood and Devitt Roads - Major Subdivision

Lynn Murphy recused herself.

Brandon Ferguson: Good evening. My name is Brandon Ferguson from Environmental Design. I'm here with Chris Marchand, as well as the other Chris Marchand, and Greg Riberdy, of CGM Construction and Riberdy Construction.

We are here for the Brookwood Road subdivision, also known as subdivision of lands CGM construction. I'll give you a quick update and summary on the project that's located on the southern side of Brookwood Road with frontage on Brookwood as well as Devitt, the site is approximately 18 acres proposing 7 single family homes. Lots 1, 2, and 3 will have access off of Brookwood, as well 4 and 5, which have a shared driveway. Lots 6 and 7 will have access off of Devitt via a shared driveway as well. There is public water in the area we will tap into the services. There will be individual septic systems for the lots and we've worked with Joe Romano on the storm water and I believe he's kind of given us the ok on the stormwater design. All stormwater will be rain gardens and dry swales on the individual lots that we own and maintain by the land owners so nothing will be owned/maintained by the town. We've also are currently underway with evaluating the site distance along Brookwood Road and the access on Devitt Road to verify that the driveway locations work and we have adequate site distance. We are also working with SHPO on the archeological and we have submitted to DOH for the septic. We are here tonight for hopefully preliminary approval and possibly final conditions if you guys see fit. I'll turn it back over to you guys. Thank you.

Don Roberts: Comments?

Rich Berkowitz: How close are you with the SWWP?

Brandon Ferguson: The SWWP we've completed, its been back and forth with Joe Romano on that and he just recently submitted a letter to you guys that said we answered all of his technical questions and everything on that.

Rich Berkowitz: And how about the SHPO?

Brandon Ferguson: With SHPO, we are currently starting the phase I that they are looking for on that.

Rich Berkowitz: Now the SWWP you are doing both phases at the same time?

Brandon Ferguson: No, well we are doing this, just this phase right now as for the SWWP, and the reason we are doing this phase cause previously we were going to disturb under 5 acres which wouldn't have required a SWWP for this portion alone. However, because of the two sides we are doing full storm water management with a SWWP on this side to make sure that we...

Rich Berkowitz: Full storm water management for both sides?

Brandon Ferguson: Eventually we will do the other side as well, but this time we are only doing this side because it's the only thing we are proposing right now.

Rich Berkowitz: ok.

Don Roberts: Anyone else?

John Higgins: Any idea when you're going to get a response on the SHPO?

Brandon Ferguson: So we've just got the letter back from them recently stating what was required from them, so we are currently in the process of starting phase I right now, so we haven't re-submitted that to them yet for that analysis.

John Higgins: Ok, but you need approval from them before you can really start doing anything on site correct?

Brandon Ferguson: Yea, yup.

Rich Berkowitz: So it could be months before you get it? A few months?

Brandon Ferguson: Possibly. We are also waiting for Dept. of Health, as well, for septic.

Rich Berkowitz: So can we make a SEQR determination without that information?

John Higgins: Now one question just to clarify, both phase I and phase II will meet SWWP correct?

Brandon Ferguson: That's correct.

John Higgins: Even though you don't have to for phase I, you agreed previously that the design for both phase I and phase II are in anticipation of SWWP for both.

Brandon Ferguson: Yes, in order to avoid any segmentation we agreed to do it, to make sure to do stormwater on this side and get SWWP for this as well.

John Higgins: Ok, thank you.

Rich Berkowitz: Can we make a determination on a preliminary approval without SEQR determination? While we are still waiting for some information, as far as this ?

Joe Romano: As far as our end, here I feel we have enough information to make a SEQR determination.

Rich Berkowitz: Ok, and you're satisfied with all of that?

Joe Romano: Yes.

Rich Berkowitz made a motion to declare a negative declaration pursuant to SEQR. Marcel Nadeau seconded. Motion Carried.

Rich Berkowitz made a motion to approve a preliminary subdivision approval for Brookwood Farms Phase I Residential Subdivision. Tom Koval seconded. Motion Carried.

Richard Harris: At the pre-meeting we discussed including Joe's comments that were related site distance & SHPO.

Don Roberts: We said we were going to hold off on final approval until we receive that information, SHPO, site distance and whatever else Joe needs.

Marcel Nadeau: Because they need preliminaries to get some approvals from the Department of Health.

Don Roberts: Ok, so you made that motion? The motion for Preliminary Approval? And Tom Koval second. Motion carried

Brandon Ferguson: Thank you very much.

09.024 Halfmoon Village PDD, 2 Beach Road - Site Plan

John Montagne: Good evening everyone, John Montagne with Greenman Pederson, for the record. We are here tonight to continue the discussion on site plan review for the Halfmoon Beach PDD. Main purpose that I have tonight is just to update you on where we are with all of the investigations and studies that we have been doing and status of the review that we have with Clough Harbor. Back in October we submitted the updated site plans now at 50 scale for

full site plan review. We also submitted a response letter that addressed the original two letters that had come from Clough Harbor regarding the storm water, the flood study and the site design issues. So, just quickly, a few of the items that Clough Harbor had asked us to include in the site plan set, we have done interconnected walkways for the property. We included statistics on the first page. We have provided a preliminary design for the towpath road improvements, on the site engineering itself. On the grading, there was some information that was requested on slope protection and some other storm water management practices on site and we are giving those to Clough Harbor for review. A detailed lighting plan for the project was requested and has all been provided now. Enlarged landscaping plans for each one of the buildings has been provided in the complete set before you. On the water supply side, there was a request for information on the meter pit, the meter pit is now up at the entrance up here. That's where the meter pit will be and the wastewater pump station is here. So meter pit here. Wastewater pit here. The transformers on the property, we've gone back to the engineer on that. We've calculated there would be a need for about 6 transformers, those are all located on the site. Now that's what this symbol is here. So you'll see it in a number of locations around the site, those are the transformer locations. Probably the biggest item we are working with Clough Harbor right now is on stormwater. Big portion of that will be working with them on phasing or staging, I should say, on construction. We have designed a post development stormwater management system, including four bays and bio filters and all the rest of that, but as you know we are going to be building thing a building at a time, probably a cluster of 6 or 7, where we can start it at one time and that area of the site will be graded and so temporary stabilization along that is something that we will be working on with Clough Harbor in the next few weeks. The other items that were in the original letters were additional information required on the flood analysis. I figured best way to deal with that is to bring the source here so I have Alton Knapp from A. Knapp Associates. I'm just going to have him briefly talk about what we had discussed with Clough Harbor on that.

Alton Knapp: Good evening everybody, again my name is Alton Knapp with A.E. Knapp & Associates, I am a nationally certified flood plain manager working on the project. My firm had a contract to do a no rise analysis for the project and what that is, is that we analyze the existing study and then put the project into that and verify that the post condition will not result in any significant rise to the flood elevations along that section of the stream. A report that we provided does show that even with all the fill that would be placed to elevate the project above the flood plain there is a negligible effect of a few tenths or hundredths of a foot, so your inches on a few thousand feet of river. We did have some comments there with the improvements to the roadway. We will do an additional analysis on those improvements to show that there is no significant rise for that. We don't anticipate obviously any negative effects from that considering the size of the project compared to the improvements to the road. I guess probably questions at this time would be good for me.

Don Roberts: Any questions anyone?

Alton Knapp: Ok.

John Higgins: I think you're still working with Joe on the final determination on that correct?

Alton Knapp: That's correct, yes. We do have a set of requested information. More information for the analysis of improvements to the road is number 1 and just a few tweaks to the affective model because it was an older version that we had to use, but other than that it was pretty straight forward.

John Higgins: Ok I think we are just waiting to hear what our engineer has to say.

Alton Knapp: Ok.

John Montagne: Then so just to wrap up. we had given Joe the plans and drawings and specifications a few weeks back. Joe has had the chance to, his firm has had the chance to go through that again. Late last week he gave us an updated comment letter, some additional things he's looking for, met with Joe actually this morning. We went

through all of that we have obviously some more detailing that we are going to be doing on the stormwater and the offsite sewer. We did discuss that at length. I gave Joe the copy of the updated sanitary sewer and offsite sanitary sewer improvement plans, the schematic for the design on the roadways, the design of the wastewater plan itself, the force mains, all of the improvements we're working with Saratoga county sewer district #1 are all detailed in the report we just gave him today. One of the things Joe had mentioned is one of their biggest concerns is to make sure that we coordinate with John Pingelski, to make sure that any work that's done in the town right of ways we address and make sure that John is aware of everything that's going on, so we will be working on that. And just let me check my notes really quick here. I don't believe there is anything else of substance. We are going to be doing a little bit of additional lighting analysis around the pool complex. We've got some detailing on the ornamental fences that will be along retaining walls, and we have talked some as I've said to you on the erosion control measures during construction staging. So that's where we stand right now.

Don Roberts: Ok, very good, so you will continue working with Joe and we will see you at a future date.

John Montagne: That's correct.

Don Roberts: OK, thank you.

John Montagne: Thank you very much for the time tonight.

The board tabled Halfmoon Village PDD's application to provide for further review by Clough Harbor.

15.178/15.179 Ludovici Custom Hot Rodz, 1554 Route 9 - Change of Use/Tenant & Sign

Chris Ludovici: Hello, Christopher Ludovici, Ludovici Custom Hot Rodz and Choppers. I'm trying to at least get a sign going. This is a temp building. This building is not going to stay. Just want to get it open and started as a sign and very minimal use right now as I explained before. I think the parking is like 9 or 10.

Don Roberts: Your intended use is again?

Chris Ludovici: Assembly, assembly. I've got a paper from motor vehicles. Last time I was here we spoke about this being a registered repair shop for motor vehicles, but it's not and I got a general introduction and everything from Department of Motor Vehicles, no where in here does it talk about assembly, so no where in here pertains to me.

Rich Berkowitz: Ok, so for the record, you're not a repair shop?

Chris Ludovici: I'm not a repair shop.

Don Roberts: Any comments by the board?

Marcel Nadeau: Yea, it says in the description you're gonna be having vehicles towed in by self , AAA, drop off , ship by factory, what is that ?

Chris Ludovici: Whatever, whatever the customer brings in, whatever they bring in .

Marcel Nadeau: So they can bring in a fully assembled car and you would re-do the car?

Chris Ludovici: No, it has to be un-assembled.

Marcel Nadeau: So what gets towed in?

Chris Ludovici: Say they bought one and they can't put it together and they tried. They would bring it to me and I would finish it for them. I would assemble it for them.

Marcel Nadeau: So is that on a flat bed truck or a tow truck?

Chris Ludovici: If they bring it in on a flat bed or a tow truck or they have it drop shipped from the company.

Marcel Nadeau: So does it come with the motor in it?

Chris Ludovici: I'm assuming that some, will some won't.

Marcel Nadeau: Now do you test that motor out.

Chris Ludovici: No.

Marcel Nadeau: You don't turn that key at all.

Chris Ludovici: No, I don't warranty anything.

Marcel Nadeau: I didnt say warranty. Do you assemble an engine?

Chris Ludovici: I assemble it. No, I don't assemble any motors. If they have a motor they want me to set it in, no problem, I'll set it in. I'll set the vehicle up for them and then they take it back.

Marcel Nadeau: And you don't turn the key, you don't test the engine or anything?

Chris Ludovici: No nothing like that.

Marcel Nadeau: So you are just manufacturing a chassis around an engine?

Chris Ludovici: Whatever they have, it's drop shipped from the company from scratch or it's half put together from them, I'll finish it .

Marcel Nadeau: So you are assembling it or manufacturing it?

Chris Ludovici: Whatever they sent to me or dropped shipped or whatever you know.

Marcel Nadeau: How many can you do at one time?

Chris Ludovici: Well, I'm only going to do one a month. I'm not in a rush. I take my time.

Marcel Nadeau: How many can fit in the pole barn?

Chris Ludovici: Probably six, but I'm not looking to do six. I'm looking to do one a month, take my time and do it on the side, you know.

Marcel Nadeau: Are you going to store any boats or anything?

Chris Ludovici: Am I gonna store boats?

Marcel Nadeau: I mean, there's a boat there, there's an RV.

Chris Ludovici: The boat's mine. Personally. I live at that address.

Marcel Nadeau: Is that gonna stay there? You live in that building?

Chris Ludovici: I live in the log home behind the building.

Marcel Nadeau: Ok.

Chris Ludovici: I live on the property, yea. The boat is ours, it's personal. Yea the boat, the bus, that's ours. I can move it somewhere else, it's no big deal, but that building is only temporary. I'm going to do 100 x 125 later on down the line and that will have a company come in and do it. I'm not putting it together myself.

Marcel Nadeau: Ok.

Tom Koval: In your description of what you're doing where, it says customizing suspensions, motors and transmissions.

Chris Ludovici: I just listed everything the same.

Tom Koval: You're adding parts to motors and transmissions and so on?

Chris Ludovici: What ever parts they have they want me to assembly. If they want a tire on a rim, I'll put it on. I don't have any tire changers or anything like that. I'm not doing any of that stuff.

Tom Koval: Did you have a tire changer when we did the site visit?

Chris Ludovici: Not at all. It has to be on a rim or they can go up to Meineke.

Tom Koval: Yea, I thought I saw...it must have been a different tool.

Don Roberts: Now Lyn, this is a commercial a C-1 Zone area?

Lynn Murphy: Yes. Unfortunately, what he's describing, use for assembling and manufacturing, isn't approved in a C-1.

Chris Ludovici: It's not manufacturing.

Lyn Murphy: Ok, assembly, which is a definition of manufacturing, isn't permitted in a C-1. If you were doing the repair shop, that is a permitted use where you were. So you would have to get a use variance in order to do an assembly production in that building based on the zoning.

Chris Ludovici: There's a trailer place down the road and they assemble trailers I noticed. I wonder how.

Lyn Murphy: I am unaware of that. If you want to give me the address, I can have code look into it though.

Chris Ludovici: Its next to the old Getty on the corner of route 9 and Grooms. They sold the building. There's a trailer place in there. They assemble the trailers in the garage .

Tom Koval: They came in front of us for approvals for that.

Chris Ludovici: And they assemble them in that garage. Some of them and they bring them up to the parking lot. Sneaking by you.

Lyn Murphy: I'm just telling the board, based on the zoning this is not an application that you would be permitted to approve. Obviously its the boards discretion, but the zoning is what it is.

Tom Koval: Make a motion to disapprove the application for Ludovici Custom Hot Rodz because it was non-conforming to the zoning in that area. Marcel Nadeau seconded. Motion carried. Application denied.

Chris Ludovici: Thank you. Have a nice night.

16.167 Mott Orchard PDD, 165 Farm to Market Road - PDD Recommendation

Joel Bianchine: Good evening. Joel Bianchine, with M.J. Engineering. I'm here representing Lecce development for the Mott Orchard Planned Development District. We were before the Town Board in early December and they referred the application to this board, so I'm here to present some background information on the project. So the project is located at 165 Farm to Market Road, which is County Route 109. Current owner is John Krazewski. The project is located about a half mile west of Pruyin Hill Road and the parcel is just over 97 acres. So, to give you more of a diagram of the existing parcel again, north is to the left and that's Farm to Market Road that goes up and down. So, as part of our application, we followed the northern GEIS criteria for developing a subdivision, which dictated the number of lots we were going to get. So we did a constrained lands map and we looked at what the constrained lands of the parcels were, so we looked at both State and Federal wetlands and then the buffer areas, those have been delineated. The state wetlands have been reviewed by New York State DEC and they have agreed with those wetland boundaries. We have not gotten Corps sign off and those are on what would be the right side southern part of the parcel. We've also just examined what the watershed areas are, everything generally drains in a southerly direction. So we've delineated those with flow arrows. So, once we looked at that we looked at opportunities to preserve areas, so we looked at again wetlands which are the green areas, the combination of State, Federal wetlands and the state buffer areas. Then we looked at the red areas, which is a 100 ft setback from the existing road, which is Farm to Market Road. And then there is the blue area, which is the south east corner or the upper area of this drawing, which is potential other open space, because once you look at the subdivision map, its sort of out of reach for any development on this project. So once we went through that analysis, we came up with a theoretical plan, which is 91 new lots and its roughly a 1/3 for each type of housing type we're proposing. We're proposing single family homes, what I'm terming as a traditional single family homes, and then there's 28 single family carriage lots, and then there is 30 attached single family lots. In looking at the plan, the open space, which is a combination of the green and yellow areas, it's roughly 48 acres or just under 50 % of the property. That's well above the 20% minimum that's required by subdivision regulations. And then of that open space, 17 acres is considered usable space, meaning it's not constrained. It could be used for passive or active recreation. That's roughly 35% of the open space, which is more than the 25% required and that is the green area that's highlighted. Again, when we calculated the usable open space, we didn't include what I showed on the prior diagram on the upper right hand or that south east corner. It's unconstrained land, but we thought that it's really not reachable, so we didnt include it as part of the usable open space. The open space that we are proposing on the southern part of the property, again on the right, it actually adjoins town-owned open space, with part of the Windsor Woods PDD. All open space that is proposed would be conveyed to the HOA and they would be responsible for maintenance, ownership, in perpetuity. When we laid out the subdivision, we looked at potential connectivity opportunities, so there's the one to the north, again to the right, that connects to the Howland Park PDD and we align with their roadway, which is a stub drive. And then we looked at

two other opportunities, two properties to the west for whatever might occur on those properties. We did not see any really good opportunities to make connectivity to the east, just because of the potential for constrained lands that are off our property. As far as roadways and trails, all the roadways would be designed to the town's standard and then conveyed to the town. We do propose a trail network through the development. You can see those dash lines where we weave between lots, then go behind some lots, and then we sort of do a multi-use or a shared use to what would be stormwater access roads to storm water ponds. As far as utilities, we would have public water and it would extend from Pruy Hill Road to the east and then extend, continue on Highview Way, that would be conveyed to the town. Public sewer, it would be an onsite gravity collections system to a pump station. You can see on the bottom of the diagram there would be a lot dedicated to the county sewer district and then it would pump west towards Highview Way. Stormwater would be all onsite management. We would have a series of stormwater ponds. They would be conveyed to the town. As far as traffic, we looked at it initially but this project would probably go out to one of the town's consulting engineers that review traffic, so we would expect that would be handled independently from us. As far as the public benefit for this PDD, the applicant has proposed to contribute \$2,000.00 per lot for general traffic improvements. If we were to get the 91 lots approved, that's just over \$180,000.00 the applicant would contribute to the town for general transportation improvements. So, to show you where the housing types are sort of distributed, the blue is the twin homes where its a zero lot line, so we have those on the southern parcel on a cul de sac and on the northern parcel, again, sort of on it's own little cul de sac. The red lots are the carriage lots, smaller single family homes and then the yellow what I'm considering the larger single family lots. The yellow lots are 20,000 sq ft minimum, carriage homes are 13,200 sq ft minimum, and then the smaller attached single families' minimum lot size is 11,500 sq .ft. So that's our brief overview. We would be looking for starting the process with this Planning Board to potentially get a recommendation out of this board so we can go back to the Town Board with a PDD recommendation.

Don Roberts: Thank you, any questions?

Marcel Nadeau: Lyn, a question about the trail, what is the status on that. It is quite an intensive trail system there? What is the town's status on trails at this point?

Lyn Murphy: The Town Board always encourages investment in the inter-connecting trails that are region wide. They aren't very excited by internal trails and definitely don't want to be in charge of maintaining anything like that, but the connector trails that go through these various projects have been something that the town has been considering and Rich seems to have an update.

Richard Harris: This project helps make a connection to Howland Park to the north, where the town has reserved easements for trails on HOA property, that potentially could be located on wetlands there. So, through this project we can get closer to the core section of town, which I would call the town park right here, and this project gets us a little closer. If you can remember for those on the board, when Howland Park originally got approved there was a reserved corridor along the eastern boundary of the property that was supposed to go to a project that was approved at that time, the A & M sports complex on McBride Fields. But that PDD expired and nothing got built, so the Howland Park easement isn't likely to be useful to get to the McBride Fields. But recently when the Town Board accepted Howland Park Phase II, where the trail corridor is, the applicant agreed, the owner agreed to add language giving the town flexibility to connect to this project, which is more likely at this point than what was originally planned 6 or 8 years ago for McBride soccer fields. Of course that could change tomorrow. But this project gets you closer to 146, which would then get us to Sheldon Hills and down to Hayner Park and Upper Newtown and to the trail systems. The town and our elected officials are trying to connect the trails we have and make a good through-town connection. If you look at this project and the Zim Smith to the north, this project gets us to the center of Town, to Hayner Park and then east.

Don Roberts: Ok, anyone else?

Marcel Nadeau: These trails would be owned by the Home Owners Association correct?

Joel Bianchine: When we talked to the Town Board they were very pleased that we said that the HOA would own them.

Don Roberts: And the association is going to be aware of this right?

Joel Bianchine: They would, absolutely, yes.

Don Roberts: Because they could come back and complain to the town at times, so I don't want that happening.

Joel Bianchine: No, understood.

Marcel Nadeau: That's why I asked that question.

John Higgins: Now, previously you were going to reuse the old barn and that's not the case any longer?

Joel Bianchine: No. Because when we looked at it further, obviously that had, there was a different concept, more lots, when we looked at it the optimal site distance is right where those houses are. There's a potential that one of the barns could be saved, but the one that we really wanted to save, it's right through our entrance.

John Higgins: And you feel that you are going to get gravity sewer from the other side of the road over to the pump station?

Joel Bianchine: Yes, we looked at that and the only ones that might be a problem are the smaller cul de sac, that's sort of tucked back with those four houses to the farther south, maybe some E-1 grinder pumps because its sort of , where that intersection is, there is sort of a knoll and then it drops back to the wetlands.

John Higgins: Thank you.

Don Roberts: Anyone else?

Rich Berkowitz: Again, given the traffic survey, we need to look at that intersection cause we are accumulating many projects along that and thats becoming a bottleneck at this point.

Joel Bianchine: And I think the way, I don't know, Rich have you gone through the project with the independent consultant, has the town initiated .

Richard Harris: Yes, we have done one.

Joel Bianchine: So, we'll work with who ever the town selects. They'll take what ever the board wants.

Richard Harris: We are getting done with out first.

Don Roberts: Ok very good. I guess we'll refer this to Clough Harbor for review, right Joe. Ok, and thank you very much.

Richard Harris: I have a question on this traffic study. How early do you want to initiate this process? This board clearly wants to know traffic information in order to make the recommendation, so do you want to get it started now?

Joel Bianchine: Yes.

Richard Harris: So I just wanted to bring that out because it's not something you can necessarily wait until the PDD's approved. So I assume you want to get that going?

Joel Bianchine: Yes.

Richard Harris: Ok,

Joel Bianchine: So that process, should we, I'll talk to you tomorrow about how we initiate that process.

Richard Harris: I've got some thoughts from the first one, and this will be the second.

Joel Bianchine: Ok.

The Board referred Mott Orchard PDD to Clough Harbor for further review, and Joel Bianchine is going to meet with Richard Harris to facilitate a traffic study for the project.

Don Roberts: Ok , Corey we need to get your name in the minutes, so we need a motion to adjourn.

Cory Custer made motion to Adjourn the meeting at 8:26 P.M. Tom Ruchlicki seconded. Meeting Adjourned