

The May 16, 2018 Regular meeting was called to order at 7:00 pm by Supervisor Tollisen in the A. James Bold Meeting Room at the New Town Hall with the following members present:

Kevin J. Tollisen, Supervisor  
Paul L. Hotaling, Councilman  
John P. Wasielewski, Councilman  
Daphne V. Jordan, Councilwoman  
Jeremy W. Connors, Councilman  
Lyn A. Murphy, Town Attorney  
Cathy L. Drobny, Deputy Town Attorney  
Lynda A. Bryan, Town Clerk

**PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE**

**PRESENTATION: STANLEY DUDEK FOR HIS 70 YEARS OF SERVICE IN THE HALFMOON – WATERFORD FIRE COMPANY**

**Supervisor Tollisen read the following resolution honoring Mr. Dudek:**

**WHEREAS**, it has come to the attention of the Town Board of the Town of Halfmoon that Stanley Dudek is celebrating sixty-five years of service with the Halfmoon-Waterford Fire District #1, starting as a Junior Fireman in 1951 and becoming a Fireman in 1953, serving as a Line Officer with a Captain's rank; and

**WHEREAS**, Stanley Dudek was born in 1935 and attended the red brick school on Church Hill Road until 8<sup>th</sup>, moving to Waterford-Halfmoon school and graduating from Shenendehowa in 1955; and

**WHEREAS**, Stanley worked alongside his three brothers on the family farm which was founded in 1921 by Steve Dudek which at the peak of operations involved milking about eighty cows, and working six hundred acres, with two milk routes offering home delivery; and

**WHEREAS**, the family farm was recognized as the oldest working farm in the Town of Halfmoon in 1989; and

**WHEREAS**, in 1978 Stanley married Barbara Shah and were blessed with one son, Stanley Dudek (Stash) and three step children, Roger, Adriene and Maggie; and

**WHEREAS**, Stanley went to work at Shenendehowa after a fire destroyed the cow barn but continued to sell hay and raise heifers, finally retiring from Shenendehowa, continuing to live in the house where he was born with his beloved wife, and

**WHEREAS**, the Town Board is aware that a community is created when people like Stanley dedicate themselves through service to make our Town a safer place for those who live in and visit the Town; and

**WHEREAS**, such service is what makes our community the wonderful place it is to live and raise a family;

**NOW THEREFORE, BE IT RESOLVED AS FOLLOWS:**

1. That the Town Board of the Town of Halfmoon recognize and commends Stanley Dudek for his sixty-five years of service as a fireman and as an outstanding citizen for his achievements and service to our community.

2. That a copy of this Resolution is hereby presented to Stanley Dudek in celebration of all that he has achieved and all that he stands for in our community

DATED: May 16, 2018

**Supervisor Tollisen asked that Mr. Dudek and his family come up to receive the Proclamation and for a picture with the Town Board.**

**RESOLUTION NO. 183-2018**

**Offered** by Councilman Connors, seconded by Councilman Wasielewski: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Town Board honors Mr. Stanley Dudek for his 65 years of service with the Halfmoon – Waterford Fire Company

Mr. John DeAssandro had another Proclamation on behalf of the Fireman's Association of the State of New York honoring Stanley.

## **PUBLIC HEARING: HALFMOON SELF STORAGE**

**Supervisor Tollisen asked if anyone wanted the Public Notice read. Hearing from no one he opened the Public Hearing at:**

**OPENED: 7:12 pm**

**Jeff Williams, Bruce Tanski Construction & Development**, I am with Mr. Bruce Tanski, Mr. Eric Tanski and Lansing Engineering to discuss the proposed Halfmoon Self Storage Center PDD. Some important dates:

- **August 2017** - 1<sup>st</sup> introduced this project to the Town Board – referred to Planning Board
- **January 2018** – Consensual sign off from CHA
- **March 26<sup>th</sup>, 2018** - Positive recommendation from the Planning Board

The PDD is located on 2 vacant parcels = 16.688 acres, Zoned AR, between Route 146 and Farm to Market Road on the east side of town. The concept has not changed since the Town Board last saw it. There is no change with the proposed number of storage units or the total area of the buildings. The biggest change is the orientation of the buildings due to our wetland investigation and preliminary grading plan.

We plan on reconfiguring the 2 existing lots:

- Create a 9.49 acre parcel on the eastern portion of the site to construct 48,000 square feet of self-storage units. This will be 8 individual buildings with the range of 3,600 square feet to 8,800 square feet. That will have a total of 312 storage units and have one managing office
- 6.63 acres on the western portion to construct 9 – 6,000 square feet buildings with at total area of 54,000 square feet of building area. Each building will incorporate 4 – 1,500 square foot bays. Each bay will consist of an overhead service door and a private entrance door. That would be 36 rental bays and the proposed use will be for flex space for existing business or startup businesses.

We have provided a rendering of the proposed self-storage buildings and proposed flex buildings to give everybody a feel for what the architectural design and the color schemes of what we are thinking about. We have had many discussions with the Planning Board on the possible uses of the flex space units and have submitted a letter explaining that there will be no outside storage allowed at the site. All work will be performed in the confines of each rental unit. There will be no customer or retail visitation in the site so there will be no in and out traffic. We acknowledge that each of the proposed uses will be reviewed and gain approval by the Planning Board for Change of Tenant Application review.

- We envision the uses in the flex space to be warehousing/storage of materials and goods for wholesale, craftsmen or professional services such as carpenters, plumbers or masons to craft their product on the site to bring to and install at the respective job sites. There may be a hobby enthusiast who will rent out the unit to store such their possessions such as a vintage car or boat owner. There are countless possibilities/uses that may occur at the discretion of the Planning Board's approval.
- We have located the wetlands and finished an archeological study for the state sign off. We have performed preliminary grading plans. We have 2

access points proposed off of Farm to Market Road and no access off Route 146 and provided a tree buffer along the extent of the site, evergreen buffer along the buildings that face Route 146 and maintaining all of the existing vegetation hedgerows that surrounds the site. We have provided ample parking, all buildings will connect to municipal water and sewer and we will treat the storm water by following the latest state guidelines. We have provided parking and maintaining 60% green space.

- To help buffer the site to the best of our ability, we wish to maintain all of the existing hedgerows and provided an enhanced berm on the Farm to Market side with a mixture of deciduous and evergreen trees and rows of evergreens along the sides of the buildings that face Route 146.
- For the Public benefit to the town, we wish to contribute to the towns planning and desire to improve the Route 146/236 intersection by offering a \$1,500 per EDU's that are derived by the proposed uses of the Halfmoon Storage Center PDD. This will be an addition to the mitigation fee to the already required in the northern Halfmoon GEIS mitigation fee that is due to the site being in the GEIS study area.
- We thank you for the opportunity to present tonight and will answer any questions that you may have.

**Supervisor Tollisen:** One of the questions that I saw in the notes, could you just re-explain about about the buffering along Route 146 and what you intend to do as far as landscaping. Obviously, that is an important part of our town coming from Mechanicville.

**Jeff Williams:** (showed on the map where all the roads and the units are located and showed the existing hedgerows along Route 146 that will not be disturbed). We will be putting evergreen rows in front of all the buildings that are facing Route 146. We are limited to put more planting with the wetlands and the drop off. That is what we are offering for the buffering along Route 146.

**Supervisor Tollisen asked if there were any questions from the Town Board:**

**Councilwoman Jordan:** I very much like the barn look to the buildings. Usually self-storage units aren't that attractive or is it the flex buildings?

**Jeff Williams:** They are the flex buildings

**Councilwoman Jordan:** Thank you.

**Councilman Hotaling:** Are you having public water and sewer on the site?

**Jeff Williams:** Yes, it is being provided along Farm to Market Road.

**Councilman Hotaling:** Has anyone from the fire departments looked at the plans at all yet?

**Jeff Williams:** I don't believe at this point. I think that when we get to our next step at site plan review, that is when we will do that.

**Councilman Hotaling:** OK, thank you.

**Supervisor Tollisen asked if there were any questions from the Public regarding this project.**

**James Byron, 15 Farm to Market Road:** I raised this at the Planning Board meeting and just to clarify, what's the final thing on the lighting. Is it going to be down

facing lighting so it doesn't show across the road and how late will the lights be on at night?

**Bruce Tanski:** According to our insurance regulations we have to have the buildings lit during the night, but all lights will shine down toward the ground and off the buildings and will not be shining off into space or across the street. It has to be lilt according to our insurance company.

**Jeff Williams:** Just to further that, the town doesn't allow light spillage off the site so the engineers will check on our lighting schemes and make sure that there is no candlelight spillage.

**Supervisor Tollisen:** Does that answer your question, sir? OK.

**Hearing no more comments, Supervisor Tollisen closed the Public Hearing at**

**CLOSED: 7:22 pm**

### **RESOLUTION NO. 184-2018**

**Offered** by Councilman Wasielewski, seconded by Councilman Connors: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Town Board reserve voting to review the comments made by the public for the Halfmoon Storage Center PDD at the June 6, 2018 Town Board meeting.

### **PUBLIC HEARING: BETTS FARM PDD**

**Supervisor Tollisen asked if anyone wanted the Public Notice read. Hearing from no one he opened the Public Hearing at:**

**OPENED: 7:23 pm**

**Gavin Vuillaume with Environmental Design Partnership:** We are here this evening to present the Betts farm PDD. This project has been before the Board many times over the past 5 to 6 years. We would like to give a brief description of the project. (He handed out the most current layout of the project)

2 points of access: Betts Lane & Hayner Road with roundabout entrance very similar to the Glen Meadows project

Re-zoning of the property of 153 acres from an agricultural to planned development district.

75% of the traffic would be on Betts Lane which would be the prominent entrance with 25% of the traffic on Hayner Road.

We are currently at 215 units & started with 222 or 236. We have reduced some density on the project and feel it is an appropriate density

84 two family in the rear of the project and 130 single family units in the central location

**Wendy Holsberger from VHB** stated that there was a detailed traffic study analysis done for the site with several updates as the site plan was tweaked

- Betts Lane which would be the primart entrance with 70% of the trips anticipated and 30% of the trips on Hayner Road.
- CHA, the Town Engineer did acknowledge that our analysis showed that there was no significant impacts in the 4 off site intersections
- Although we didn't trigger any off-site mitigation other than a little site distance clearing, what is being done for transportation mitigation is improving Betts Lane profile with some widening and redoing the entire roadway and removing the barn on the corner of Betts Lane & 236
- Applicant spent a lot of time and money working with the town to develop the Memorandum of Agreement (MOA) for intersection improvement at the 146 and Upper Newtown Road intersection. The analysis also included the 146 & 236 intersection. The agreement that is in place states that funds will be contributed as part of this project for each CO and the improvement that will be done at the end of this MOA is almost a 1 million dollar upgrade.
- Directly at the site we did not trigger any impacts and are actually fixing some existing deficiencies and other traffic that is being added up from 146

**Supervisor Tollisen** asked if there were any questions from the Town Board:

**Councilman Hotaling:** You are proposing 25 foot setbacks from the center of the road or from the edge of the road?

**Gavin Vuillaume:** That would be from the right away.

**Councilman Hotaling:** Has there been any though about less density?

**Gavin Vuillaume:** We did start at about 236 units. The Planning Board had some concerns about the density. The most current amount is 215 and where we pretty much feel is necessary to of set some of the additional costs that the project is going to be looking at in regards to road improvements. The road work on Betts Lane is going to be very costly, so the 215 units is about as low as we feel the project can go.

**Councilman Hotaling:** You stated that the water connections, one is going to come up from the back of the project and one from the front. You are going to loop the entire project correct?

**Gavin Vuillaume:** Correct.

**Councilman Hotaling:** In a previous presentation, you had some athletic fields on the property.

**Gavin Vuillaume:** (Pointing to an area on the map, he showed where there is some generous green area) this is where we were going to put softball fields. The Planning Board felt that there was no longer a need for softball field. That was something that we could always put back in if we needed too. We could also put in small play areas, a small pocket park for residents to utilize. This project will most likely have a homeowners association that may provide a public area for residents.

**Councilman Hotaling:** You still plan to turn the roads over to the town right?

**Gavin Vuillaume:** Correct.

**Councilwoman Jordan:** I also wanted to make sure that the Trails and Open Space Committee has input onto the connecting trail from McDonald Creek to the Town Park and as to the materials

**Gavin Vuillaume:** We would be more than happy to meet with the committee to make sure that anything that we do in here would help enhance those goals.

**Councilwoman Jordan:** Thank you.

**Councilman Wasielewski:** My question is for Ms. Holsberger. You mentioned 4 off-site intersections that were studied as part of this project. Can you tell me what those 4 intersections were?

**Wendy Holsberger:** Yes, 236 & Betts Lane, 236 & Hayner Road, the site access on Hayner Road, and Hayner & Lower Newtown Road.

**Councilman Wasielewski:** So, 146 & 236 and Guideboard & 236 were not looked at as part of this?

**Wendy Holsberger:** Correct.

**Councilman Wasielewski:** Thank you.

**Supervisor Tollisen asked if there were any questions from the Public:**

**Wesley Betts, 30 Betts Lane:** I sat at the Planning Board meeting that this was denied at and I am curious as how you are going to widen Betts Lane with the wetlands issue by McDonalds Creek. Also, if I remember correctly, the traffic analysis that was done in February was not when the park was going full swing. I was just wondering what the impact is of 215 more units.

**Gavin Vuillaume:** To answer the one question as to the improvements to Betts Lane; there is a steep radiant that needs to be improved to make it more safe and accessible. There is one crossing right now, there is a culvert that exists. We did an analysis of that culvert and the culvert itself is wide enough, it just needs to be widened. The way to widen that culvert would be to put in a retaining or head walls around that culvert would be more than enough to support the road and give a proper set-back from the road to the ends of the culvert.

**Supervisor Tollisen:** Who is going to maintain that retaining wall?

**Gavin Vuillaume:** That would be in the town right away so it would be the town's responsibility.

**Wendy Holsberger:** Regarding the traffic and Town Park and the project, typical for a traffic impact study that is done for a residential development that really focuses on the commuter peak travel times because that is when the most travel and peaking activity occurs through a residential community, so that is the am peak hour and the pm peak hour. Those don't necessarily correlate totally to when a peak of a recreational park facility which might be evenings and a Saturday condition which wouldn't be in time where there would be peaking at the site. Typical industry standard is to look at those am/pm commuter peak hours. Again, I refer to the town engineers who reviewed all of the studies that were completed and agreed with our approach of the peak hours and the volume.

**Supervisor Tollisen:** Mr. Betts, do you have any follow up?

**Dana Betts, 30 Betts Lane:** I'm interested in the traffic study. As it stands I leave for work at 7:30 am and I will sit at the light at 146/236 for at least 5 changes. There is no turn lane, there is nothing. I do not understand how 215 units wouldn't impact that negatively. To add on to my husband's comment, with the park the games start at 5:00/5:30. I leave work at 5:00, coming home; I'm fighting that park traffic. Hayner's have now upgraded their business and they are coming onto 236

which doesn't match up with that or the park. I want to know how traffic wouldn't be affected at 5-6 at night when everybody gets out of work and going to the park with 4 entrances that are busy. If you could respond to that.

**Wendy Holsberger:** The first comment was about the 236/146 intersection, which like I had said wasn't included as a detailed intersection in the study for the Betts Lane project. It was included in the analysis for the MOA, that 236/146 & the 146/Upper Newtown Road. Part of that is based on the industry standard of where the scoping for where the project goes is based on the trip generation for the site. The other 3 that we analyzed actually like based on the industry standards based on the DOT guidelines and also the Institute of Transportation Engineers guidelines, we really don't even exceed those thresholds to even look at the 3 that we did, which is kinda those guidelines that are set to show when DOT feels you are going to trigger an impact that is going to create the need for mitigation.

Again, we never said that there wasn't going to be an impact, what we said is what was based on the guidelines and the standards of comparing what the condition is before and after, the increase in any delay are shown to be minor because of the volume of traffic and therefore don't require mitigation.

**Councilman Hotaling:** How long ago was the traffic study done on 236/146?

**Wendy Holsberger:** There's been several updates. The original study was done on 2014, then 2016, & 2017

**Councilman Hotaling:** Has there been any traffic study done on Guideboard & 236?

**Wendy Holsberger:** No, not as part of this study. Again, it kinda goes back to those guidelines where how many trips you are actually distributing onto the network. The farther away you get from your site

**Councilman Hotaling:** So you guys are using a general map. You are not looking at the ball fields that have 400 members and families that play baseball at 5:00 at night where you can't get a parking spot at the park. Hayner's parking lot is now always full, the Jehovah Witness facility across the street has events at night. I don't know how the traffic study can't show an impact at the intersection in addition to what's already there.

**Wendy Holsberger:** Well, again, the impact of this project is the comparison to what would be there now and what would be added on to it, so looking at that differential, that's where you determine the impact. If you are not adding a substantial amount of traffic, you really don't trigger the need for mitigation.

**Councilman Hotaling:** At 215 units and between 5 & 6, how many are going to travel

**Wendy Holsberger:** So there is a total of 186 trips and that included entering and exiting. Out of those 186, 119 would be entering and 67 exiting

**Councilman Hotaling:** In one hour?

**Wendy Holsberger:** In one hour. And that gets split up too so some are coming from the north onto 236 and some from the south from Hayner's. There is no intersection movement that increases by more than 50 cars, which means less than one car a minute.

Supervisor Tollisen asked if there were any further or questions from the public:

**Dana Betts:** I'm not sure what MOA stands for.

**Supervisor Tollisen:** Memorandum of Agreement.

**Dana Betts:** Thank you. Just a question on the impact of traffic and it doesn't affect 236, 146 or Guideboard...how else will these cars get out if they are not impacted at these two intersections? There are only two ways for them to leave and there is 119 cars leaving, so I do not understand how it could not be impacted with the additional cars.

**Supervisor Tollisen:** Just a suggestion. Let's be a little less technical and just give the raw of it. How's that?

**Wendy Holsberger:** The raw of it is that we don't trigger the need based on the analysis; we don't trigger the need for offsite mitigation. Again, the 236/146 intersection was included in that MOA analysis that was done and as part of that analysis. Two developers including the applicant for this development, spent a significant amount of time, effort and investment doing it and that study took over two years to do. It didn't just include this project; it included a lot of other projects that are going in. They took that investment upon themselves to study those two intersections and there are some impacts there already and the improvement that was determined at those two intersections and what was pulled out of it for this particular project to actually contribute towards is again, a million dollar mitigation. That is a pretty significant portion or fair share of that improvement that this project is doing.

**Supervisor Tollisen:** Let me give a little more information on this MOA. Over the past few years there have been a number of projects in that particular area of town. There's Upper Newtown Road, Hayner Road, that entire area, there has been a number of developments that have created traffic questions and issues. Upper Newtown Road is a county road and we have looked at that with State DOT, the county and the town. We have tried to look at coming up with some solutions for it. This MOA that was prepared is a result of a number of different analysis that says that while these developments don't in of themselves create a traffic impact to trigger some sort of light or upgrade to the roads, they are going to cummitively have an impact. We have tried to create a situation where this agreement will address those issues. If we piece mealed each development, there would be no impact according to industry standards or the standards used for traffic mitigation. Even though there are more cars, it doesn't create a worse situation, is basically what the conclusion is. I am not saying that I agree with that, but that is basically what the conclusion is. What this MOA does, it actually takes money for each CO that is given for each of these developments and puts money into a special fund and specifically uses for upgrading traffic and making improvements in those areas. While one doesn't trigger it by itself, the whole impact of the area will be triggered and therefore there is going to be money set aside so that we can make those additional upgrades and make those necessary changes. So that is the MOA.

The second part of it is; I think that there is a little bit of confusion and of course any changes in the number of amount of houses is going to affect a traffic intersection. One more car is going to affect that. There are developments that are occurring in other parts and not just Halfmoon, coming out of Mechanicville, Stillwater and other areas that come up and affect our intersections. While these do increase the amount of traffic, it is not in itself, creating a situation that warrants, according to DOT standards, some sort of upgrading. Does that help answer the question?

**Dana Betts:** It does.

**Supervisor Tollisen:** It doesn't satisfy your question

**Dana Betts:** (spoke from the audience and could not hear) Why can't we be proactive before we stuff in more developments?

**Supervisor Tollisen:** I'll tell you that meeting with NYS DOT and that is something that regularly happens in my office, we are always working with NYS DOT in trying to make upgrades to the roads in Halfmoon. For instance, I was on the phone this week with the Regional Director of the NYS DOT for Farm to Market Road and Route 9 where we also have traffic issues. Through a number of meetings for several months, and with the help of our state legislators, have come up with a solution for that intersection by putting in turn lanes and upgrading the signal there. We have pieced together that DOT is going to pay for the design and thanks to Senator Marchione and Assemblywoman Walsh, we have the monies to make those upgrades. That is one instance. I can tell you that I have had a dozen or more conversations over the past few years. We have had our Town Attorney's in the meetings with DOT, where we have been looking at some sort of global solution to 146/236. The T right there is a tough area now and it's not going to get any better. If you shut down development in Halfmoon, I will tell you that traffic will continue to happen because of the thousands of cars that come from other areas as well. We need to address those things and this is one area that we address quite extensively. One of the upgrades that is being looked at and our Planner is here so Rich Harris you can tell if there is something that I am saying that is wrong, we are looking at a traffic light in that area of Upper Newtown Road.

While this project in of itself is one thing, we are looking at these things every single day, I can tell you DOT's position on this and they are very good to deal with OK, the director that I deal with picks up the phone every time I call, the issue is that DOT is in what we call preservation mode and not into making these much needed changes. So they are into preserving the roads that they have and not making changes. We are kind of in a bubble that I don't like about getting the upgrades that we need. I just found out this week that they are making some upgrades to the intersection to the traffic signal and light at Guideboard Road and Route 236. I will take anything that I can get in that area, but whatever they are going to do is not going to be sufficient to address the traffic as a whole there. These type of things that we are doing, this MOA, is our way of trying to help solve some of these issues. Whether this project comes or not or another project comes or not, these are significant issue that we are going to face and try to resolve. I just wanted to give you that information.

**Councilman Hotaling:** You talk about a trail along Betts Lane, you have already stated that you are going to be widening Betts Lane on what side of the road and how are you going to address that?

**Gavin Vuillaume:** We are only anticipated bring the trail around the roundabout and terminating on Betts Lane. We wouldn't be going to continue along Betts Lane because of the narrowness of the roadway. We can look into continuing it on but it is a very narrow right away, for sure. We are going to have all we can do to just to widen the road itself, perhaps what we have done on some other projects is to widen the shoulders on one side so that people could have more room at least on one side of the shoulder. I think that during the derailed design stage, we can look at widening one side of the shoulder to help facilitate the pedestrians.

**Councilman Hotaling:** Thank you.

**Supervisor Tollisen:** Mr. and Mrs. Betts can you give your contact information to my secretary Terri as I would like to follow up with you. Any other questions of the Board?

**Hearing no more comments, Supervisor Tollisen closed the Public Hearing at**

**CLOSED: 7:55 pm**

**RESOLUTION NO. 185-2018**

**Offered** by Councilman Hotaling, seconded by Councilman Connors: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Town Board adjourn to review the comments made by the public and readdress the Betts Farm PDD at the June 6, 2018 Town Board meeting.

**PUBLIC HEARING: MOTT ORCHARD PDD**

**Supervisor Tollisen asked if anyone wanted the Public Hearing read. Hearing from no one he opened the Public Hearing at:**

**OPENED: 7:56 pm**

**Supervisor Tollisen:** There was a small error in the public hearing notice. I am going to hold the public hearing this evening but we are going to re-notice it and hold a continuation of the hearing at the June 6<sup>th</sup> meeting. I will just announce that first.

**Joel Bianchi, with MJ Engineering** I am here tonight presenting the Mott Orchard PDD on behalf of the developer and land owner Beacon Homes and Jeff Gabriel one of the principals of Beacon Homes is here with me this evening. Just to give you some background of the project and briefly speak about the steps we have gone through to have gotten to this point:

**MOTT ORCHARD PDD**

- Located at 165 Farm to Market Road which is County Route 109, ½ mile west of Pruy Hill Road. The parcel is 97 acres. We have gone through the town's process of examining various constrained lands, scenic corridors, and that is what we came up with on this project. We provide a 100' buffer from Farm to Market Road which was one of the principals Northern Halfmoon GEIS.
- We have to look up the constrained lands and what are the state regulated wetlands on site; however we are staying clear of those. They are state wetlands and we are staying 100' away from those as far as development. There are some federal wetlands and we do not plan to do any impacts.
- It is 91 lots, and we have taken the approach by having a mixture of 33 detached single family homes and 28 single family houses, smaller Carriage style houses and then 30 attached single family homes. Lot sizes range from 10,500 sq. ft. for those twin homes/cottage lots, 15,000 sq. ft. for those smaller single family homes and then up to 20,000 sq. ft. for the estate lots.
- We did at one point propose a conventional subdivision with 72 lots so through the PDD proposal we are roughly asking for 19 additional lots.
- We have open space of 48 acres, almost half of the parcel and well above what the minimum requirement is. With the useable open space, we have 17 acres which is considered useable. There is open space on both the southern and northern parcel. The open space is to be conveyed to the HOA and not become a town ownership piece.
- We do show 3 points to adjacent properties. There is one future connection that could happen at this cul-de-sac, there is one future connection that could happen here (pointing to the map) and we are proposing a connection here to

the north to the Howland Park PDD. That connection had been in the works for 3-4 years. I do know when Howland Park was proposed, probably a little bit before us and Rich would know that timeframe, there was a concerted effort to make that stub street right here (pointing to the map) which is now a paper street, these lots are being built and sold and then we would make that connection here.

- We are proposing some improvements. We would propose some walking trails throughout the project, navigating on both the northern and southern piece.
- The project will have public water extended from Pruyn Hill Road passing the project looping into the Towns system that is about 1,000' west of us into a couple of subdivisions. Sanitary sewer, we would be pumping to a pump station that is at Highview, again west of us and owned and operated by the county sewer district. The pipes in the ground as far as the roadways would be offered to the town. We have storm water management areas throughout the project. The storm water and the ponds would probably be operated by the HOA and take that burden off of the town.
- There was a traffic study done, not by us but by a consultant hired by Barton & Logudice. It was asked of us by the Planning Board knowing that this was going to take place at another meeting, questions of the traffic study can be prepared for then. In general, we have found that there would be no impact because of the level of traffic that would occur. I think it was a split of 50/50 of traffic going east and west from the project site.
- The public benefit the developer is offering is a cash payment of \$2,000 for each CO for traffic improvements, I know that there has been dialog that it may be earmarked for the Farm to Market Road/Route 9 intersection. The money can be spent however the town sees fit based upon town priority areas.
- I believe we made the initial PDD application in 2017. It was before this board and the Planning Board. There were 3 public comments at the Planning Board that were provided to us:
  - One was residents that had purchased property in Howland Park asked for some level of visual mitigation and we offered some supplement some of the tree line that is there today and clear up to the property line. We also eliminated a lot here and moved it elsewhere
  - Resident to the west had requested some visual buffering and we proposed a berm with some landscaping
  - The Board as a whole had questions about storm water and make sure that the project would not adverse the impact or anything. We did a preliminary storm water assessment that the town engineer looked at and concurred with our findings

I do know that as recent as late last week that the town had received comments from the landowner in Howland Park which is the other corner, they had expressed similar concerns about the through road and how we would impact the tree buffer. I think that there are opportunities that we can supplement maybe some more buffering but that connection is vital in some fashion whether it is full access as a town road or an emergency access. We can't fully mitigate that issue because that connect is planned and proposed. I understand that concern and we will work with that landowner but there is a limit of what we can do because that access has been planned by the town. I will open up and take comments from the Board or public.

**Supervisor Tollisen:** I just want to note that there was one piece of correspondence received and I am going to give this letter to the Clerk to be put into the minutes of the public hearing.

**Joel Bianchi:** Mr. Supervisor, I believe that those are the people that I was just referring too on the corner lot.

## Michael and Sarita Hutchens

7 Gorsline Drive • Mechanicville, NY 12118 • Phone: 518-225-0054  
E-Mail: mhutchens@halfmoonfire.org

Date: May 15, 2018

Dear Mr. Harris:

My name is Michael Hutchens and I am a new homeowner at 7 Gorsline Drive in Howland Park. I write to you today to express my concern and opposition to the Mott Orchard planned development district and it's connection to Howland Park. The planned connecting street will impact my home, at 7 Gorsline Drive, as it will run directly next to my property. Negative impacts will be loss of privacy, increased traffic, increased noise and loss of natural screening between my property and Mott Orchard. By connecting Mott Orchard we would see more traffic, as residents would most likely use the connecting street to exit onto Gorsline Drive and then Tortoise Drive to travel north or come from the north. Along with this traffic we would also see an increase in traffic from delivery trucks, visitors and travelers who eventually figure out that they can cut through to Farm to Market Road. I was able to review minutes from town meetings that referenced a traffic study on the Farm to Market side of Mott Orchard. The minutes stated there was no adverse impact to Farm to Market road from the Mott Orchard PDD. I believe that this would eliminate the need for the connecting street to Howland Park. If the town feels that there is still a need to have an exterior egress for Mott Orchard then this could be addressed with an emergency access road. This emergency access road would keep traffic at existing levels in Howland Park but still allow for access when needed from Mott Orchard. It would also allow more trees to be saved when clearing for the access road and will still allow residents from both neighborhoods the ability to walk, jog and bike between developments. Access roads have been installed in Brookfield Place and other areas in the Town of Halfmoon.

My family moved to Halfmoon on April 20<sup>th</sup>, 2018 with the previous 17 years residing in Waterford. We moved to Halfmoon because of the rural feel the town provided. Our friends live here, our children play sports here, I have coached baseball for over 10 years and for the better part of that belonged to two town fire departments. We sold our home and knew that the only place we wanted to be was Halfmoon. I understand that progress will always exist. If the town feels that their only option is to connect Mott Orchard to Howland Park I ask that the town require the developer to install screening to protect our privacy. This could be accomplished with a berm and trees, strategically placed, to obscure the road as well as any homes that may be visible from our backyard area. I invite any planning board member or town official to visit the area of the proposed connecting street. This would allow them to see first hand what my concerns are. Thank you for your consideration on this matter.

Sincerely,

Michael Hutchens, Homeowner

**Supervisor Tollisen asked if there were any questions from the Town Board:**

**Councilman Connors:** I do Mr. Supervisor in regards to 7 Gorsline Drive, I would like to see you specifically work with the resident. I know factually that they were not aware of this development prior to purchasing their residence. That needs to be buffered and addressed in order to give my support on this that would have to be taken care of.

**Joel Bianchi:** I think that we do have opportunity to continue to wrap landscaping around here to at least try and buffer the development. The road, if there was a desire to buffer the road, we would have to have a dialog on that.

**Councilman Hotaling:** On your traffic studies, is the study just for your development or for connecting to Howland Park?

**Joel Bianchi:** I will have to look back at the traffic study

**Councilman Hotaling:** Can you have that available for the next meeting, I'd appreciate it.

**Joel Bianchi:** Sure.

**Councilman Wasielewski:** You know, traffic is the big issue with anyone of these projects. I look forward to hearing the engineers report at the next meeting. Can you tell me what is the big benefit connecting to Howland Park? How are we all better if these developments connect?

**Joel Bianchi:** I think that in the big picture connectivity of neighborhoods are good planning practices. It connects neighbors to neighbors. It's a good access management

**Councilman Wasielewski:** People don't think that it is a good idea.

**Joel Bianchi:** Understood, I understand I sit in on other Planning Boards with their engineers and I understand the comment and the dialog. I think that for the Town of Halfmoon or any municipality to promote that connectivity is a good practice. It does not isolate, it is good for emergency services for life and safety aspect of it. But again, if there was a very passionate desire to not do it as a road, there would be a real need to have it as an emergency access, you have a gated access. That is something that was desirous of the town, maybe you provide a pedestrian access that is open to the walking public. I think that we are open to that, but at least as a minimum, an emergency access has to be provided.

**Councilman Wasielewski:** I'm just pitting the topic out there because it seems like that is a real

**Joel Bianchi:** Understood.

**Councilman Wasielewski:** OK

**Supervisor Tollisen asked if there were any questions from the Public:**

**Mike Hutchins, 7 Gorseline Drive:** We have been in the town for 3 weeks and I'm already speaking before the board. I am here to oppose that stub road from Mott Orchard to Gorseline Drive, because it directly impacts my property as it runs right next to my yard. That is the only spot that we have any privacy. I am not opposing the building; I'd be a hypocrite if I did by just moving to Gorseline Drive 3 weeks ago. But dumping that development onto Gorseline Drive is not like dumping onto Farm to Market or Johnson Road, it's going to go through a neighborhood. There are only a few people who live on that street now, not even enough people know about it to even come in and speak about opposing it. I would like to see it become an emergency access road only. I know that you do those already in the town, they work and you can still have pedestrian traffic, light traffic. We can still walk and be neighbors but it will limit the traffic that goes from that neighborhood and into ours. My bedroom window would basically be right outside of a stop sign if that happens. It is not just the traffic from the cars; it's the delivery trucks, school busses, the people visiting and the people that finally learn that they can cut through Johnson to Farm to Market. It is not what we moved here for. We actually moved away from this stuff to Halfmoon and to deal with it now is a little bit difficult. I think that an emergency access road will accomplish what you need. You have your second egress. I read the studies from what was in the minutes to

catchup and met with Mr. Harris and saw no impact from the entrance to Farm to Market so you don't need to come through Gorseline Drive. If it were to be opened by the fire department in case of an emergency then you would have a second egress and again, have all of the benefits of having that road for the neighborhoods to join. I invite anyone from the town to come over and see what I am talking about and see what that road would do to my property, yard and privacy. Thank you.

**Dan Hoyt, 205 Farm to Market Road:** On the access road from Gorseline to Mott Orchards, how far away from our property line to the edge of the road is that going to be?

**Joel Bianchi:** I want to say about 20'.

**Dan Hoyt:** I know that some of the vegetation is kinda sparse through there. Could we do anything to put a buffer on that side?

**Joel Bianchi:** I think that we can do something there and if there is a desire to make this an access road, I don't think that there would be any issues in doing that whatsoever.

**Dan Hoyt:** Again, another thing, the future access road, is that really a necessary thing, it makes me feel that I am getting pushed out of my property of what is my heritage. This is my home and I grew up here my whole life.

**Joel Bianchi:** Again, if there was a desire to eliminate that stub road, that street, we have no issue with that.

**Dan Hoyt:** This is your retaining pond here, is there any spillways or anything going to be coming out of that and on our property? We are going to be lower than that. When they grade the yards in Gorseline, they all pitch to our yard. I know that the water has to go somewhere but it would be nice if they could keep it towards their property

**Joel Bianchi:** What we've tried to do, we try to limit how much is going to that basin that is next to Howland Park. We have 3-4 other basins to the south and will try to get it that way.

**Dan Hoyt:** Is there any other retaining areas, catch ponds in this area and any spillway to my property?

**Joel Bianchi: (showed where the ponds are)** Again, we are going to where the water goes

**Dan Hoyt:** I know that about 60 years ago, Kruzewski's asked my grandfather to dig a ditch, it's a manmade ditch and all of this was all one field. When the ditch went in all this became wet. I just want to make a note that this is not a natural ditch. That's all that I have to say. Thank you.

**Joel Bianchi:** Because these concerns were brought up which is why the planning had us do up a pre-comprehensive storm water analysis that showed what the impacts would be.

**Ken Draper, 21 Julia Circle:** I just wanted to address the Board. I moved into that property about 3.5 years ago when Howland Park didn't have their last phase, it was a complete field. When the traffic comes down that hill on McBride, the lights shine right in to my second story living room. I am very opposed to this as the first gentleman spoke and my situation is not anywhere near a problem as his is. I believe heavily that it will cause a lot of traffic on that road and onto McBride,

through Johnson going across that way versus Farm to Market. So, I am very against that and it seems like a very unnecessary entrance in Howland Park. I have witnessed how much traffic that is on McBride in the past 2.5 years with phase III of Marini's development and it has substantially increased. I want to bring that to the attention of the Board and I would be very interested in seeing any of the traffic studies. Are there any studies for the utilities; water and sewer versus taking away from the other developments like mine, Adam's Pointe and the Marini development?

**Joel Bianchi:** So, as far as utilities again, I talked about the storm water that we looked at. As far as the storm water sewer, we have engaged the county. They told us what we would need to do for this project. We have a formal study and we know what we have to do. As far as the water, we reached out to the water department and based on us doing the looping, that would address any capacity pressure issues. And I think likely, we would do is also connect into Howland Park because that creates a redundant loop, so there really are no dead ends in this project. We would study the water system.

**Ken Draper:** I just wanted to bring my point to the Board

**Supervisor Tollisen:** Mr. Hutchins, I believe I have your phone number on your letter. Mr. Hoyt and Mr. Draper, if you could leave your number with my secretary, we could follow up with you, we would like to do that.

**Darren Phelps, 9 Gorseline Drive:** Thanks for putting the buffer in, it's a big plus. Can you give me an idea on the square footage of these retention areas?

**Joel Bianchi:** That lot is about 50,000 square feet, a little bit larger than an acre. The pond is probably a half acre.

**Darren Phelps:** (he shows where he lives on the map) Along with Mr. Hutchins, we invite you to come over and see how it is wide open to traffic, the visual impact, road noise, everything. Again, I do appreciate the buffer but against the roadway, we have no buffer. The only buffer that I'm seeing is from the development, but nothing on the roadway. Emergency access, I agree with. Gated, agree with, but not a full blown road. If that could be a cul-de-sac at the end and this maybe a bike path and a roadway just big enough for a fire truck, it would less impact to Howland Park.

**Supervisor Tollisen:** Sir, please leave your phone number with my secretary.

**Mark Schlessner, 17 Gorseline Drive:** (shows where his property is on the map) I don't want to keep repeating what my neighbors have said but I do have young kids. We have a lot of kids in the development that ride their bikes and are growing up here. For myself just as for my fellow neighbors, we do want to be good neighbors with Mott Orchard, but with that, I agree with the sentiment that have already been brought up and making this a full access road, I think that it is going to make a drastic impact to Gorseline Drive. It will make it not a residential roadway but more of a throughway for people to cut through. It becomes a major concern with the children and I'm seeing a lot more families coming in with children. I am an active runner and feel that I'm already having to dodge traffic when I am running as well as pedestrian safety. What is the setback from that cul-de-sac versus the property

**Joel Bianchi:** The setbacks on the rear lots are 30'. We haven't developed a detailed grading plan to know what the extent of the grading would be but in all likelihood the cul-de-sac would be grading up to 30'. The houses themselves would probably be about 100'

**Supervisor Tollisen:** Sir, please leave your phone number with my secretary.

**Erin, 201 Farm to Market Road:** Everyone who has been talking seems concerned about the traffic flow in the back of the development; I'm more concerned about the traffic flow going out the front. The traffic on Farm to Market is already heavy. I was reading the minutes of other developments and there is no way to alleviate the traffic on Farm to Market. It's great that you guys may put in turn lanes, but with the 91 homes with 2 cars per home, that is a lot more traffic to deal with. I am just curious how that would affect day to day life for everyone else on Farm to Market.

**Supervisor Tollisen:** Thank you. You are going to address the traffic issue at the next meeting, correct? So, make sure you have that for the next meeting.

**Joel Bianchi:** Yes.

**Councilman Hotaling:** If you are thinking of not making it a full road going between the 2 developments, is there enough room to put a turnaround in there for a plow truck?

**Joel Bianchi:** Yes. It is a very good suggestion and if the Board is OK with it when we come back, we can show that as part of a diagram and say we listened, and this is part of a solution

**Councilman Connors:** and I think eliminating the paper street too.

**Joel Bianchi:** Yes. Absolutely. We can at least show that we are listening

**Supervisor Tollisen:** I'm not going to close the public hearing and there will be a continuation of the public hearing at et next meeting.

#### **RESOLUTION NO. 187-2018**

**Offered** by Councilman Hotaling, seconded by Councilman Wasielewski: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Public Hearing for the Mott Farm PDD will be adjourned for continuation until the June 6, 2018 Town Board meeting.

**Supervisor Tollisen:** I will ask the clerk to republish and re-notice the public hearing for the next meeting. Mr. Bianchi, I am going to ask you before the next meeting to meet with our Planning Director and see if we can't address the concerns the have been raised by the residents this evening, including looking at that access point that comes out by Gorseline and potentially that other access point along with storm water mitigation, buffering and all of those other issues. I will ask you to have that for the next meeting.

**Joel Bianchi:** Yes. Thank you.

**Supervisor Tollisen:** Just so that everyone who is here for the Mott Orchard, the Town of Halfmoon about 2 years ago, we changed the way that we do business as far as traffic studies. Instead of having the developer do the traffic study, the Town of Halfmoon engages even though it is paid for by the developer, the Town of Halfmoon actually engages the company to do the traffic study. In conversations with Mr. Harris, our Planning Director, we are going to make sure that they are here at the next meeting so we can address traffic issues and concerns as well, OK?

The Pino PDD, is located on the top of Ted Bailey's Hill, as we call it, on 146 in the Town of Halfmoon. It is basically as you are entering Mechanicville on the right hand side.

## PRESENTATION: PINO PDD

**Scott Lansing with Lansing Engineering** I'm here tonight representing the Abele Limited Partnership. I have with me this evening the applicants for the project Mr. Ed Abele and Mr. Chris Abele.

- The Board approved in 2007 and has been through the formal PDD process with the Town Board and Planning Board to obtain approval for the project.
- After approval the applicants obtained shovel ready certification and marketed the project heavily.
- Unfortunately, they did not advance with the project and get any attraction with tenants at that time. The PDD has expired and they would like to pursue the PDD again.
- We have this evening a new PDD rather than amending the expired PDD. It is my understanding that it would be more efficient to have a new PDD
- The parcel is 65 acres and anticipated with the PDD to be commercial/light industrial uses throughout the project
- Anticipating up to 500,000 square feet on the overall parcel
- Hinging off the existing PDD language with some changes that the applicants are proposing from the original PDD: 3 main things are:
  - **1) Reconfiguration of the buffers and open space.** We are in the northern Halfmoon GEIS which does require 30% open space and 10% of that to be quality open space, just reconfiguring slightly from the original PDD. Primary difference is along the frontage on 146; the former PDD had 200' of quality open space and the revised version is showing 100'
  - **2) Removal of the \$75,000 fee that was outlined in the original PDD.** The application does have to adhere to the GEIS fees, the traffic mitigation fees for improvements to 146 and the intersection associated with the project, park and rec fees, and lastly the applicants did participate in a water main extension along Farm to Market Road
  - **3) Removal on the number of lots that are proposed on the project.** The original PDD outlined a maximum of 5 lots and not sure how or why we got that 5 lot number. The applicants would like the flexibility to have whatever number of lots that would suit the individual tenants within the project. Perhaps one large tenant or divide into multiple lots. We would pursue this with site plan approval with the Planning Board for each one of the individual uses.
- The roadway shown on the site plan is on the western side part of the parcel. The lots would be on the eastern side of that roadway and would be built to suit the tenants. The parcel is currently agricultural and previously a golf driving range which has a large expanse of flat area that we would use for the tenants.
- We are here tonight to present this project to the Town Board and requesting the board's consideration for a referral to the Planning Board.

**Supervisor Tollisen:** Would you just summarize the public benefit portion of that?

**Scott Lansing:** The northern GEIS fees, mitigation on the Route 146 intersection, the park and rec fees, and the water main extension along Farm to Market Road and Route 146 that the applicants participated in.

**Supervisor Tollisen** asked if there were any questions from the Town Board:

**Councilman Wasielewski:** I would like to make a motion to recommend this to the Planning Board for further review.

**RESOLUTION NO. 186-2018**

Offered by Councilman Wasielewski, seconded by Councilman Connors: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Town Board refer the Pino PDD to the Planning Board for further review.

#### **COMMUNITY EVENTS:**

The “BUY A BRICK” program for the Halfmoon Veterans Walk of Honor at the Halfmoon Veterans Memorial in the Town Park is now accepting orders. Create a lasting tribute for your veteran. For more information please call 371-7410 ext. 2200 or visit our website [www.townofhalfmoon-ny.gov](http://www.townofhalfmoon-ny.gov).

Life Song's Annual Daffodil Dash will be held on June 9th in the Town Park supporting those with differing abilities.

Town of Halfmoon's Scentral Bark Dog Park Grand Opening will be held on June 9th at 12:00 – 4:00pm at the Gazebo

St. Luke's Recovery Resource Center will be hosting their 3rd Annual Wiffle Ball Tournament Friday, June 15th with Dinner and games at 5 pm and a free concert by Lead Guitarist Ricky Byrd formerly of Joan Jett & The Blackhearts 9 pm, 16 McBride Road, Halfmoon, off Pruyn Hill Road

#### **TOWN MEETINGS:**

Town Board Meetings: 1st & 3rd Wednesday of month at 7:00 pm except May 7th at 2:00 pm

Pre-meeting at 6:30 pm

Zoning Board of Appeals: 1st Monday of month at 7:15 pm. Pre-meeting at 7:00 pm

Planning Board Meeting: 2nd & 4th Monday of month at 7:00 pm. Pre-meeting at 6:00 pm

Board of Assessment Review: 4th Tuesday in May

Senior Center Business Meeting: 1st Wednesday of month at 1:00 pm

Halfmoon Historical Society: Last Tuesday of month at 7:00 pm

Open Space & Trails Committee: Feb 20, April 16, June 18, Aug 20, Oct 15, and Dec. 17, the 3rd Monday except Feb due to holiday.

Resident Relations Committee: TBD

Business & Economic Development Committee: TBD

#### **PUBLIC COMMENT (for discussion of agenda topics)**

#### **REPORTS OF BOARD MEMBERS AND TOWN ATTORNEY**

**Kevin J. Tollisen (Town Supervisor)**

**Paul Hotaling (Deputy Town Supervisor):** (1) Chair of Town Infrastructure (Water, Highway, Building & Maintenance), (2) Chair of Recreation and Character Counts, (3) Chair of Personnel Committee, (4) Chair of Safety Committee

I would just like to thank the Town staff for all of their efforts for the many activities in the town.

**John Wasielewski (Town Board Member):** (1) Chair of Ethics Committee, (2) Chair of Committee on Emergency Services and Public Safety (Emergency Corps, Fire Department, Police); (3) Co-Chair of Committee on Resident Relations, (4) Co-Liaison to Planning Board

I have no report this evening, Mr. Supervisor.

**Daphne Jordan (Town Board Member):** (1) Co-Chair of Business and Economic Development (2) Animal Control (3) Liaison to Open Space and Trails Committee, (4) Zoning Board Liaison

The Business and Economic Development Committee had their 3<sup>rd</sup> Annual Business Appreciation and Recognition Breakfast that was a big success. We had about 90 businesses RSVP. Everyone mingled, networked and had breakfast. It was great for the businesses to meet each other, old and new, big and small and to interact with town staff and officials. I hope that this is something that continues every year. Thank you.

**Jeremy Connors (Town Board Member):** (1) Co- Liaison to Planning Board; (2) Chair of Committee on Not for Profit Organizations; (3) Co-Chair of Business and Economic Development Committee (4) Chair of Parks and Athletic Organizations

Thank you, Mr. Supervisor. I just wanted to report that the fences have been installed at the VanDenBurg Park off of Woodin Road for the girls' softball league. I want to thank PJ Maiello and the Highway staff and Superintendent John Pingelski for the hard work in making the park look fantastic! We are getting many compliments on where it was to where we are now.

I also want to thank the Halfmoon Little League for their awesome ceremony. For those who weren't there, they had people jumping out of planes, helicopters showed up, fireworks, a \$250,000 car show that was pretty awesome. I'm sure the kids loved it. They have a new mascot Morty Morris. Thank you

**Lynda Bryan (Town Clerk):** (1) Chair of Senior Programs, (2) Chair of Committee on Historical Archives, (3) Co-Chair of Committee on Resident Relations

The **Halfmoon Historical Society** will be having their monthly meeting on Tuesday May 29<sup>th</sup> at 7:00 pm. This month's presentation will be the Anthony families: Joshua, founder of the Anthony Baking Powder Factory and his first cousin Susan, Leader of Women's Suffrage, celebrating 100 years of Women's Right to Vote. We will be having a Guest, Terri Gifford with us that evening who will recite one of Susan's famous speeches. So, please come and join us!

**Lyn Murphy, Esq., (Town Attorney)**

I would like to ask the Board's indulgence to consider a resolution to hire Raymond Anuszewski as a Grade 5 MEO, a part-time hourly seasonal basis. He would be at base pay and this would be effective after completion of successful pre-employment testing.

#### **RESOLUTION NO. 188-2018**

**Offered** by Councilman Wasielewski, seconded by Councilman Connors: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Town Board appoints Raymond Anuszewski as seasonal part time MEO for the Highway Department at Grade 5 Base Pay at \$18.09 per hour, effective immediately after completion of successful pre-employment testing.

**Cathy Drobny, Esq. (Town Attorney)**

**PUBLIC COMMENT (for discussion of agenda topics) No one came forward**

**DEPARTMENT REPORTS – month of April**

1. Town Justice Suchocki  
Total # Cases – 226      Total Fees Submitted to the Supervisor - \$32,119
2. Town Justice Fodera  
Total # Cases – 223      Total Fees Submitted to the Supervisor - \$22,627.50
3. Building Permits – 75  
Total Fees Submitted to the Supervisor - \$34,664.75
4. Fire Inspection – 47  
Total Fees Submitted to the Supervisor - \$4,190.00
5. Town Clerk - Total Fees Submitted to the Supervisor - \$14,167.64

**DEPARTMENT MANAGER MONTHLY REPORTS – (Can be viewed at the Town Clerk's Office) Recreation Department**

**CORRESPONDENCE**

1. Received from the Town Zoning Board Resolutions approved at the May 7, 2018 meeting: Area Variance for the McBride Subdivision, 173 Pruyn Hill Road and Expansion of a Pre-existing/non-conforming use for Karam Duplex, 25 Route 146  
*Received & Filed*
2. Received from Billi O's Inc., 486 Hudson River Road, notification of their intent to renew their Liquor License.  
*Received & Filed*
3. Received from Bruce Tanski Construction & Development, the renderings of the storage units that are proposed to be built in the Halfmoon Self Storage Center PDD.  
*Received & Filed*
4. Received from Haylie Sullivan, her letter of resignation as part-time Clerk for the Recreation Department effective June 1, 2018.  
*Received & Filed*

**NEW BUSINESS**

**RESOLUTION NO. 189-2018**

**Offered** by Councilwoman Jordan, seconded by Councilman Connors: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Town Board approves the minutes of Town Board meeting of May 2, 2018, as presented.

**RESOLUTION NO. 190-2018**

**Offered** by Councilman Connors, seconded by Councilman Wasielewski: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that that the Town Board approves the Comptroller's Report for the month of March, 2018.

**RESOLUTION NO. 191-2018**

**Offered** by Councilman Connors, seconded by Councilwoman Jordan: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that that the Town Board approves the Comptroller's Report for the month of April, 2018.

**RESOLUTION NO. 192-2018**

**Offered** by Councilman Wasielewski, seconded by Councilman Hotaling: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that that the Town Board hereby modifies Resolution No. 390-2017 to temporarily increase the hours Dana Cunniff may work as a part-time Deputy Town Clerk to the not to exceed amount of twenty eight (28) hours per week.

**RESOLUTION NO. 193-2018**

**Offered** by Councilwoman Jordan, seconded by Councilman Wasielewski: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**WHEREAS**, the Town of Halfmoon is applying to the Hudson River Valley Greenway for a grant under the Greenway Communities Grant Program for a grant under the Greenway Communities Grant Program for a project entitled Town of Halfmoon Vosburgh Road Preserve to be located in the Town of Halfmoon; and

**WHEREAS**, the grant application requires the applicant municipality to obtain the approval/endorsement of the governing body of the municipality or municipalities in which the project will be based;

**NOW, THEREFORE, BE IT RESOLVED** that the governing board of the Town of Halfmoon hereby does approve and endorse the application for a grant under the Greenway Communities Grant Program, for a project known as Town of Halfmoon Vosburgh Road Preserve located within the Town of Halfmoon.

**RESOLUTION NO. 194-2018**

**Offered** by Councilman Wasielewski, seconded by Councilman Hotaling: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**WHEREAS**, May 20-26, 2018, is the 44<sup>th</sup> annual National EMS Week, created by Gerald Ford to celebrate EMS Practitioners and the important work they do in our nation's communities and to honor the dedication of those who provide the day-to-day lifesaving services of medicines front line; and

**WHEREAS**, the Clifton Park & Halfmoon Emergency Corps call response demographic is over 100 square miles and includes 90,000 residents; and

**WHEREAS**, the Clifton Park & Halfmoon Emergency Corps. responded to 6,733 calls in 2017, and are trending to exceed that number in 2018, utilizing their 10 Paramedic-level ambulances, 2 Supervisor First Response Vehicles, 3 Administrative Vehicles, 6 EMS bikes and 1 Patient Transport Polaris UTV to administer aid to those in need in our community; and

**WHEREAS**, the Town Board of the Town of Halfmoon recognizes and appreciates the work done and all of the achievements of the Clifton Park & Halfmoon Emergency Corps. and their service to our community; and

**NOW THEREFORE, BE IT RESOLVED AS FOLLOWS:**

1. That the Town Board of the Town of Halfmoon hereby recognizes May 20-26, 2018, as the 44<sup>th</sup> annual National EMS Week, and specifically recognizes the dedication and lifesaving services of the Clifton Park & Halfmoon Emergency Corps.

2. That a certified copy of this Resolution will be entered into the Town records proclaiming the Town of Halfmoon's recognition of the Clifton Park & Halfmoon Emergency Corps.

3. That a copy of this Resolution be presented to the Clifton Park & Halfmoon Emergency Corps.

Dated: May 16, 2018

KEVIN J. TOLLISEN, SUPERVISOR  
TOWN OF HALFMOON

**RESOLUTION NO. 195-2018**

**Offered** by Councilman Connors, seconded by Councilman Wasielewski: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Town Board authorizes the Supervisor to enter into an Agreement with Saratoga County Department of Employment and Training to work together to enhance the Summer Youth Employment Program by employing referred and eligible participants through the Summer Recreation Program and to authorize the Supervisor to execute any documents necessary to effectuate the Agreement, subject to the review and approval of the Town Attorney.

**RESOLUTION NO. 196-2018**

**Offered** by Councilman Connors, seconded by Councilman Hotaling: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Town Board recognizes and honors Wilfred (Willy) Petuske, Jr. on his ninetieth birthday on June 17, 2018.

**RESOLUTION NO. 197-2018**

**Offered** by Councilwoman Jordan, seconded by Councilman Hotaling: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Town Board appoints Kelly Griffin as Clerk to the Town Justice at Grade 4 Base Pay \$39,382, effective May 16, 2018.

**RESOLUTION NO. 198-2018**

**Offered** by Councilman Hotaling, seconded by Councilman Connors: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Town Board appoints Scott Johnson as part-time Clerk for the Recreation Department at Grade 1 Base Pay \$14.74/hr. effective immediately per completion of pre-employment testing.

**RESOLUTION NO. 199-2018**

**Offered** by Councilman Connors, seconded by Councilman Wasielewski: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Town Board hereby authorizes the Coordinator of Planning, Building and Development to enter into an agreement with New York State Office of General Services to permit the Town of Halfmoon to access the New York State Surplus Property website and benefit from §167 of the State Finance Law by purchasing surplus property from the State of New York, subject to the review and approval of the Town Attorney.

**RESOLUTION NO. 200-2018**

**Offered** by Councilman Hotaling, seconded by Councilwoman Jordan: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Town Board authorizes the Supervisor to execute the Professional Service Contract for General Control Systems Integration Service (GCS) for the labor and supervision to maintain the Water Treatment Plant Control System, per the review and approval of the Town Attorney.

**RESOLUTION NO. 201-2018**

**Offered** by Councilwoman Jordan, seconded by Councilman Wasielewski: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

A resolution is needed to create the following budget amendment of appropriations and revenues in the Special Revenue Fund for engineering fees for on-site quality inspections. These funds are developer's monies held in escrow by the Town in a regular checking account and used for the payment of costs for that particular project. This resolution is necessary to comply with proper accounting procedures as set forth by NYS Department of Audit and Control.

Debit:	Estimated Revenues	25-510	\$1,422
	Subsidiary: 25-4-2189		
	Home & Community Services		\$1,422
Credit:	Appropriations	25-960	\$1,422
	Subsidiary: 25-5-1440.40		
	Engineering Contractors Inspections		\$1,422

Information Only: The above was derived from the following breakdown of charges to be paid on May 24, 2018 Abstract for engineering and related fees.

NAME	AMOUNT
Pallas Traffic Study	\$1,422.00
Total	\$1,422.00

A resolution is necessary to create the project budgetary accounts within the Miscellaneous Capital Projects Fund for a spray park located within the Town Park for \$63,079.20. The purpose of this creation is to restore adequate budgetary appropriations (the original \$108,000 minus monies spent in the amount of \$44,920.80 in 2016 from the Town General Fund) The project will be funded by Rec Fees held in the Special Revenue Fund per resolution no. 51-2016, January 20, 2016 and from a State and Municipal Facilities Program (SAM) grant from New York State.

DEBIT:	Estimated Revenues	35-510	\$63,079.20
	Subsidiary: 35-4-3089.10		
	Other, SAM Grant		\$22,132.00
	Subsidiary: 35-4-5031.00		
	Interfund Transfers		\$40,947.20
CREDIT:	Appropriations	35-960	\$63,079.20
	Subsidiary: 35-5-7110.20		\$63,079.20
	Parks & Rec, Spray Park		

Create budgetary accounts from the Town of Halfmoon General Fund:

DEBIT:	Appropriated Fund Balance	10-510	\$40,947.20
CREDIT:	Appropriations	10-960	
	Subsidiary: 10-5-9950.90		\$40,947.20
	Transfer to Capital Projects		

**PUBLIC COMMENT (for discussion of non-agenda items)**

**Rich Harding, Route 146:** The Saratoga DOT suggested that I come over here to see if you would recommend putting a traffic light at D&R Village on Route 146 and Parkford Drive. It is getting horrendous all day long. That is all that I have to say and thank you for taking the time to hear me.

**RESOLUTION NO. 202-2018**

**Offered** by Councilman Connors, seconded by Councilwoman Jordan: Approved by the vote of the Board: Ayes: Tollisen, Hotaling, Wasielewski, Jordan & Connors

**RESOLVED**, that the Town Board requests to the NYS Department of Transportation, a traffic light review for the intersection of Route 146 and Parkford Drive.

There being no further business to discuss or resolve, on a motion by Councilman Connors and seconded by Councilwoman Jordan, the meeting was adjourned at 8:45 pm.

**Respectfully Submitted,**

**Lynda A. Bryan, Town Clerk**