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**Town of Halfmoon Planning Board
January 8, 2024**

Those present at the January 8, 2024, Planning Board meeting were:

Planning Board Members:

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

Planning Board Alternates:

Alison Pingelski
Laurie Barton

Coordinator- Building, Planning and Development:

Richard Harris

Senior Planner / Stormwater Management Technician:

Paul Marlow

Town Attorney:

Lyn Murphy

Deputy Town Attorney:

Cathy Drobny

Town Board Liaison(s):

John Wasielewski
Eric Catricala

Town Engineers:

Joel Bianchi

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

Don Roberts: Good evening, Happy New Year everyone, I would like to call the Planning Board meeting to order please. Have the Board members had a chance to review the minutes from the last meeting?

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

Alison Pingelski: Second.

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

Public Hearing(s)

Codie Development, LLC Subdivision, 1860 Rt 9 – Minor Subdivision (23.196)

John Hitchcock: John Hitchcock with ABD Engineers, representing Codie Development. The parcel is a 0.08-acre parcel located in the Town of Halfmoon. It's in the R-1 Zoning district, as you see there in the yellow. It is part of an 8.08 overall parent parcel that's located in both the Town of Halfmoon and the Town of Clifton Park. We're subdividing that parcel into two parcels, Lot A, and B, Lot A being on that south side there, being overall 5.06 acres and Lot B being on the north side 3.02 acres and containing the applicants commercial warehouse office building. Just here tonight for public comment and possible approvals so we can move forward with subdivision approvals in the Town of Clifton Park.

Don Roberts: Okay thank you, at this time we will open up the public hearing, would anyone in the room like to make a comment? Anyone online like to comment? (No comments) Okay we'll close the public hearing, comments by the Board?

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

Marcel Nadeau: Ill second it.

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

Rich Berkowitz: I make a motion to approve the minor subdivision.

Marcel Nadeau: Ill second it.

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

John Hitchcock: Thank you, have a good night.

Don Roberts: You're welcome, you too.

Codie Development, LLC Subdivision– Minor Subdivision

APPROVED. Board approved a two-lot Minor Subdivision request, with no development proposed on the new parcels.

New Business:

Capitaland Flooring, 40 Farm to Market Rd, Bldg. 1B – Change of Use/Tenant (23.205)

Tamara Sullivan: Hi good evening, Tamara Sullivan for Bruce Tanski Construction, this is a change of tenant for the self storage facility at 40 Farm to Market Road. Capitaland Flooring currently occupies 3 storage units totaling 4,500 square feet, and they would like to take on a 4th unit in Building 1 unit B and its just for further storage of their equipment and supplies for their flooring business, so that would bring them to occupying 6,000 square feet.

Don Roberts: Thank you. Comments by the Board?

Rich Berkowitz: I make a motion to approve the change of use and tenants.

Alison Pingelski: I second.

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

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Tamara Sullivan: Thank you.

Don Roberts: You're welcome.

Capitaland Flooring – Change of Use/Tenant

APPROVED. Board approved 1,500 SF additional storage space for flooring equipment and supplies.

Halal Addicts, 1408 Rt 9 – Change of Use/Tenant & Sign (23.203 & 23.204)

Fawad Syed: Good evening, folks. I am Fawad Syed. I am the owner of the restaurant Halal Addicts. Since I've been working in this restaurant in Schenectady for a year, so I just made a plan to open in Clifton Park New York and I just got that space in route 9, so I'm planning to move forward and open.

Don Roberts: You mean Halfmoon right?

Fawad Syed: Oh yes, right, alright so it's going to be a takeout restaurant and we are going to sell things like burgers and gyros mostly and then some fried food and what else, there is going to be like three employees all of the time and, yea.

Don Roberts: Your hours of operation?

Fawad Syed: From 11 to 11.

Don Roberts: Everyday?

Fawad Syed: Everyday, seven days a week.

Don Roberts: How many employees are you going to have?

Fawad Syed: Three employees, all of the time, three employees, and I'm going to be in the middle, and we have a good parking space for like thirty cars already over there and just going to ask you some questions like they have a big back yard in the back of the building, so I was wondering in the summer if I can put some picnic tables and then people can enjoy ?

Lyn Murphy: So, that is something you can do but you would have to come before this Board to for a temporary site plan amendment, to permit that to happen.

Fawad Syed: Okay, okay no problem.

Richard Harris: It could be the same application that you filled out there, they may put a time, its actually not that you are going to stay around but we have a Lowes on the agenda they do something temporary during the summer in the parking lot, we would treat it like that with like an end date.

Fawad Syed: Okay, okay great sounds great,

Richard Harris: You could follow up with us.

Fawad Syed: No problem thank you.

Don Roberts: That it?

Fawad Syed: That will be all, thank you.

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Don Roberts: Okay, questions by the Board?

Tom Werner: Yea the signs are you just swapping out existing signs, for example the monument?

Fawad Syed: Yes, the sign was already there, I'm just going to swap out mine like it's just going to be a new logo with my name on it.

Tom Werner: Okay, no new sign structures or anything?

Fawad Syed: No, no nothing

Tom Werner: Thank you.

Rich Berkowitz: Is it lighted?

Fawad Syed: Yea it's lighted.

Rich Berkowitz: Internally or externally?

Fawad Syed: Internally

Rich Berkowitz: Okay, I make a motion to approve the use and tenant.

Tom Werner: I'll second it.

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

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

Don Roberts: Okay, yes okay he did both, I have a motion for the sign can I have a second?

Marcel Nadeau: I'll second

Don Roberts: All in favor Aye? (All were in favor) Opposed? (None were opposed) Motion carried, now you're all set, do me a favor, advertise you're in Halfmoon alright. Okay thank you very much.

Halal Addicts – Change of Use/Tenant & Sign

APPROVED. Board approved a fast-food style restaurant and associated signage.

Lowe's of Halfmoon Summer Storage, 476 Rt. 146 – Change of Use/Tenant (24.002)

Mike Doyle: Good evening I'm Mike Doyle I'm one of the senior management at Lowe's of Halfmoon, we're just here again to file for our outside summer storage. Everything is the same that we have been doing for the last 4 or 5 years even longer, that I've been doing it for the last 4 or 5 years so we are just looking to get the approval for the summer storage on the outside.

Don Roberts: Okay, questions by the Board?

Rich Berkowitz: Yea I'm happy they fixed the pothole in the parking lot.

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Mike Doyle: Yea so actually I had a work order put in on that on December 22nd and it was supposed to be done on the 5th so myself and another associate went out and we fixed it ourselves, until they come back and fix it.

Rich Berkowitz: I make a motion to approve the change of use and tenant for the seasonal display.

Marcel Nadeau: I'll be second.

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

Mike Doyle: Thank you.

Lowe's of Halfmoon Summer Storage – Change of Use/Tenant

APPROVED. Board approved the seasonal outside display and storage from 2/1/2024 – 10/15/2024.

Old Business:

Town Fair Tire, 5 Halfmoon Crossing- Change of Use/Tenant & Sign (23.199/23.200)

Carley Clarke: Hi, my name is Carley Clarke. I'm from AJ Signs, I'm here for the signs not the change of use.

Don Roberts: Okay well why don't we have Todd go first then, get Todd if you can out here.

Richard Harris: Are you prepared to discuss this?

Don Roberts: The sign will come second.

Richard Harris: Todd are you; can you discuss the tenant?

Todd Fisher: Uh yes, I can.

Richard Harris: Alright so we did brief the Board at the premeeting that there were mainly two items discussed at that last meeting in December which was the accessory building we confirmed right after that that was already approved for the building itself for storage and then also the project was referred to the fire department reviewed it you guys got back answered their questions to their satisfaction, so you've already between meetings pretty much addressed what was discussed at that last meeting why it was tabled so I don't know if the Board has anymore questions for Todd.

Todd Fisher: Yea thank you can you guys hear me?

Richard Harris: Yea no problem, real well.

Todd Fisher: Okay, thank you sorry,

Don Roberts: Board have any questions comments?

Rich Berkowitz: I make a motion to approve the change of use and tenant.

Marcel Nadeau: I second

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Don Roberts: We have a motion and a second all in favor Aye. (All were in favor) Opposed? (None were opposed) Motion carried, now the sign please.

Carley Clarke: Carley Clarke from AJ Signs, so we have flush mounted channel letters that are internally illuminated on the front of the building, above the entrance, we also have just a vinyl sticker going on the existing sign where Trader Joes is. Which is going to be the main entrance and then we have two directionals one on each side, I believe that they're cutting in a small road, so if you're coming from the bank to the tire place there is another entrance there for trucks, so we have an entry sign at each driveway essentially.

Don Roberts: They all meet the code, right Paul?

Paul Marlow: Yes

Don Roberts: Okay questions by the Board?

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

Laurie Barton: Second

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

Carley Clarke: Thank you so much.

Don Roberts: You're welcome.

Todd Fisher: Thank you Board I appreciate it; we are a long way away.

Don Roberts: Thanks Todd, take care.

Town Fair Tire- Change of Use/Tenant & Sign

APPROVED. Board approved a tire retail tenant and related signage.

Shea Pointe PDD, 12 Dunsbach Road – PDD Recommendation (20.131)

Don Roberts: Before we start, I was sorry to hear about Matts passing but in that regard our Town attorney has something she has to talk to you about.

Nick Costa: Okay

Lyn Murphy: So, we have an owner authorization together with the contract, proposed contract parts of it which shows the heirs, successors all of that, who, do you know the status of the estate? Like who is driving the boat?

Nick Costa: Yea so with me tonight are the applicants that were in contact with Matt, through the process.

Lyn Murphy: But Matt is no longer with us.

Nick Costa: No, no I understand that I'm asking to see if they may have some information with regards to your question.

Joel Constantine: Joel Constantine, Matts attorney. Scott Rhonda was supposed to be with us he knew about it, I don't know, he's not here right now but full authorization from him to continue forward but in due time we will get some more information.

Lyn Murphy: It's not like approvals are an issue tonight but that is definitely information that we're going to need before we can go forward to that step.

Joel Constantine: Absolutely.

Don Roberts: Your name Sir again?

Nick Costa: Nicholas Costa with Mass Engineering and Surveying and we prepared the plans for the proposed PDD and other documents that were submitted to the Board, and we were in front of the Board a couple of years ago and we're finally happy to be back in front of the Board to discuss the proposed project. This is a parcel that Mr. Shea owned and now his estate owns. It's about 45 acres in size and the applicant is proposing to develop the site with about 110 units that would be a mix of condominiums and apartments, and there is the residence that Mr. Shea lived at that's out in the front. That's about 6 acres in size and then there is a one-acre parcel where the communication tower is located and those will obviously remain, and the 110 units would be fitted into the remaining lands. The road that would connect to Dunsbach and it would loop through and eventually we have a proposed connection back through the adjacent parcel so right here eventually that road could be continued to connect back so there's two cull de sac's that are being proposed now. Utilities are available and the water is existing, and it would be connected to that, and it would be looped around the proposed roads and back out to Dunsbach through the wetlands and it would be directional drill from about this area here out to the road. Sanitary sewer would be connected to the force main that was installed. So, one of the projects benefits of this PDD would be that the applicants would be extending the water to Belleard Road, and so all the infrastructure necessary to serve the proposed development with the municipal services is available and would be extended as needed to serve the new homes. Stormwater would be picked up in the street and conveyed over to a detention basin that is located here. That detention basin would be under the Homeowners Association, that would be the responsibility of the Homeowners Association. There was a traffic analysis conducted by the Town consultant and those finding were shown in a report that has been submitted to the Town. So, we did since the last time we were in front of you we did move this access, the road, the project road connection we did move it south, this way. It was originally located in this area, and we moved it further to the south to help with the site distances. The site is zoned residential R-1 residential currently and we did prepare a conventional layout that had about 37 lots and we also prepared a cluster plan that showed you know the development also in a cluster setting instead of a conventional setting and this is the preferred development that the applicant is looking to have you give the approval for or not approval but send it back to the Town Board with the recommendation for the PDD.

Don Roberts: Okay thanks. So the standard subdivision was 37 and now we're at a 110.

Nick Costa: 110 that's correct.

Don Roberts: Thank you.

Richard Harris: I do have that here.

Nick Costa: Thanks Rich. That's the conventional layout as you can see there is more roadway with the conventional layout. And then there is a cluster that that reduces the roads very similar to the PDD layout.

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Rich Berkowitz: How many residences in the cluster?

Nick Costa: I think we had 37 also.

Rich Berkowitz: 37 houses?

Richard Harris: I think they're the same. I think you're right.

Nick Costa: Yea 37, 39 it wasn't much more.

Richard Harris: Unless they did a PDD the way our Town Code is on clustering right now, they can't have more than what they could get in a conventional subdivision.

Nick Costa: Right.

Richard Harris: Unless they do a PDD.

Nick Costa: And Rich if you could bring up the phasing, I think that would be good to show the Board, this is the proposed phasing, phase 1 would encompass the areas in red and phase 2 would encompass the areas in the green, yellow color. So, if there are any questions, I would be more than happy to try to answer them, again the applicants are here tonight to so.

Don Roberts: I think before we bring it to the Board for comments, we should hear the traffic situation first okay, then we can do it all at once.

Nic Costa: Yup

Alana Moran: Good evening, Alana Moran with VHB as noted we completed the traffic evaluation at the behest of the Town for this particular project. The detail analysis was conducted in January of 2022, so data was kind of at the time when Covid was kind of exiting our sphere with regards to traffic analysis and data collection, so we ended up needing to bump up some of the counts that were done. So, the project is expected to generate about 60 trips during the morning peak hour and about 70 trips in the pm peak hour. Typically speaking we wouldn't do anything other than a simple driveway evaluation for that but because there has been a history in the Town of concerns about the Crescent Vischer Ferry and Dunsbach roads, so we included that one in the analysis itself. As Nick had noted from a site perspective just this site driveway coming out, we did recommend relocating that driveway just a little bit to the south in order to maximize the site lines while still balancing some of the onsite constraints, so they made that change with regards to the location of the site driveway which is great. The site driveway also itself is expected to operate with good level of service, let me just double check I want to say its like level of service C type of idea but let me confirm that. Yea so the site driveway itself is expected to operate at level of service A during both the am and the pm peak hours. So, everything great with that respect. Now at the Dunsbach intersection the existing conditions northbound on Dunsbach are level of service E during the morning peak hour, level of service F during the pm peak hour and that's under existing. So then under no build there's a couple of other projects that were included in the background, we then jumped to level of service F during the morning peak, and it maintains level service F during the pm peak and then those delays just get a little bit longer in the future with the site generated traffic. We don't really see these levels of service as a site particular impact but it is worth studying that intersection for installation of a traffic signal because there has been the history within the Town of concerns about location, we would recommend doing a detailed analysis using current data, so going out in this time frame getting daily counts probably from about 3 to 5 days on the side street approaches and on the main line approach. Looking at crash history, and also to see if there is any

type of history of crashes that would also potentially meet the need for a traffic signal at that location. Again, it's not necessarily a project related impact but it is worth looking at by the community. Any questions?

Don Roberts: Okay thank you.

Rich Berkowitz: Have you looked at the traffic with the conventional cluster versus the town home?

Alana Moran: So conventional cluster they were saying roughly 40 units, so during the morning peak hour that would be about 30 to 35 trips during the pm peak hour it would be about 40 trips, so we'd be dropping down you know 20ish, 20 to 25 trips in the morning and then about 30ish I guess 20, another 20 to 30 during the evening peak hour. It's not going to change the operations at that intersection, just because that's a condition that's happening under the no build.

Rich Berkowitz: Do you have the average wait time instead of the failure?

Alana Moran: I do yes, so under the no build condition it's about 60 seconds during the morning so about a minute on average that folks are waiting during the pm peak hour it hits the point during the delay curve where it kind of gets exponential so it says 140 seconds during the pm peak hour and then with the build condition again because we're kind of hitting that exponential curve it goes up to 87 seconds during the build and then over 200 during the pm, so the problem is once you hit that part of it's not just a straight line curve

Lyn Murphy: I don't mean to cut you off but the bottom line the Board needs to understand, and F is an F is an F, so when she's saying it doesn't impact it, it clearly impacts it, but they don't have an F- or a G.

Alana Moran: Correct

Lyn Murphy: Whatever, so it's clearly impacting it, it's just from an engineer's standpoint, you can't go.

Don Roberts: It's still an F.

Alana Moran: An F is an F in this instance.

Rich Berkowitz: I think the waiting time gives us a clear idea that this makes this much worse.

Lyn Murphy: She can't say that though from an engineering standpoint, but from a live here standpoint it makes sense.

Don Roberts: I don't know how the rest of the Board feels but I mean I think maybe an additional traffic study is warranted here.

Alana Moran: For that intersection.

Don Roberts: For that intersection I think it is.

Alana Moran: We can absolutely do that, get that detailed study out to you so you can get some better information.

Marcel Nadeau: I don't think I've ever heard a traffic study done where someone actually recommended a stop light.

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Don Roberts: Any other comments by the Board?

Marcel Nadeau: I commend you for that.

Tom Werner: I think with that type of a length of period of waiting your inducing some folks that take high risks to move in and then your, and I think looking at the crash history is certainly something we should do as part of the traffic study for looking for the warrants for a signal.

Don Roberts: So, we all agree we should do the intersection? (yes consensus) okay and then we'll also need our attorneys concern addressed also alright. Anything else anybody?

Tom Werner: Yea I had a question on the, you moved the intersection of the driveway south now what was the nature of the site distance issue, and did you actually measure the site distance before and with the additional distance did you look at the ASHTO standards for that?

Alana Moran: Yea so it wasn't critically limited, the site distance was 430 feet looking left, let me just double check that, looking left was 405 feet so you're coming out and looking to the north was 405 feet. The ASHTO guideline for a left turn out of the site is 500 feet and the guideline for the right turn out is 430 feet so it wasn't critically limited and stopping site distances are met on the roadway no problem but it was just to maximize the available site lines we recommended moving further south making sure there is clearing along the frontage making sure that vegetation is taken care of and then potentially working with the adjacent parcel owner to clear out a berm and try to fully mitigate that site line but it's not necessary if there is no cooperation.

Tom Werner: So, it wasn't necessarily the vertical alignment of Dunsbach.

Alana Moran: It's not a vertical, no.

Tom Werner: And what's the speed limit on Dunsbach?

Alana Moran: The posted speed out there is 40 miles per hour, the 85th percentile we collected was 46 miles per hour in one direction and 45 in the other, so we compared to the 45 mile an hour operating speed.

Tom Werner: Thank you, okay anyone else?

Marcel Nadeau: Is the cell tower located on this property?

Richard Harris: It's back right here, if you look on the screen, it's back up by the Northway. It's its own, is it its own parcel?

Nick Costa: Yea it's right here.

Marcel Nadeau: But it's showing access through the service.

Nick Costa: Yes, there's the underground cables they're run out from the tower they run out along the road, the edge of the road out, not of the proposed road it runs out to Dunsbach Road.

Rich Berkowitz: What's the percentage of town homes, condos and apartments do you know?

Nick Costa: It's about 55/45, and 60/50

Rich Berkowitz: Of what?

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Nick Costa: 60 condos and 50 apartments is that correct?

Rich Berkowitz: So how does that work with an HOA? Because the condos go for the HOA and then the apartments are not part of it?

Nick Costa: No, I believe that the condos will have a condominium association is that correct? And then the HOA will be part of the HOA.

Rich Berkowitz: So, who owns the apartments?

Nick Costa: It will be, they'll be privately owned, and they'll be part of the HOA.

Lyn Murphy: They're not apartments then, the person that is purchasing the property is not going to own the apartments. Because usually an apartment, the owner owns all of the property and the apartment buildings and maintains it.

Nick Costa: Yea that's correct.

Lyn Murphy: So, the HOA would be for the condos.

Rich Berkowitz: But not the apartments

Nick Costa: Not the apartments, that's right.

Rich Berkowitz: And where would the apartments be located on the project?

Nick Costa: The phase 2, the phase 2 would be the apartments actually.

Don Roberts: Joel, do you see a need to review this again since it's been so long since we've seen this?

Joel Bianchi: We issued a review a couple of months ago, and I think from an engineering standpoint we're sort of good, but I think there are two things that this Board needs to be, well at least one thing. You know they've proposed a conventional subdivision and showed what they can get by as of right, 37 units and through the PDD they are affectively looking for three times as much, they are offering a public benefit. I think the Board needs to weigh in saying is the public benefit that they are offering at least in your mind equitable to the bonus density that they are requesting, and that's not an engineering matter.

Lyn Murphy: I agree 100 percent with what Joel is saying. Obviously, the public benefit is the purview of the Town Board however if this Board feels very strongly about it, they can add as part of their recommendation additional, and that's where the traffic study goes because if they come up with something that will benefit the Town that may not be 100percent generated from this project besides the delay times that could be part of the public benefit.

Joel Bianchi: Absolutely, we've talked to Frank Tironi, he's good with what they are doing the stormwater it's still too premature but they're going through the process.

Rich Berkowitz: How long is the waterline?

Joel Bianchi: Well, they're coming in on the road, they're putting water mains on all the roads they're proposing and then they're looping it back on the southern property line to loop it, plus they're proposing additional water mains not on their project site.

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Rich Berkowitz: Right how long is that, how long is that line?

Lyn Murphy: Ballard Does not service that many homes.

Joel Bianchi: Yes, it's not but I think it's a couple thousand feet if I'm correct.

Don Roberts: I think it's only about 5 or 6 homes on Bellard Lane.

Joel Bianchi: Right

Don Roberts: There are not many. Okay thank you Joel.

Richard Harris: Joel, I think something else you brought up in your review letter was, are you proposing, and you might have mentioned this earlier, the internal roads as Town Roads or as

Joel Bianchi: Yes, that was the other thing.

Richard Harris: The roads

Joel Bianchi: Right, the question was these are not single-family homes, these are apartments, rental property. This seems to be a unique situation where the Town would own the roads for a project that was entirely under one's ownership. It's all rental units. That would be an unusual circumstance I believe in Halfmoon to do that.

Richard Harris: Yea and it doesn't, like Knox Woods, the roads the Town owns connect through to other public roads, they are not only an internal public network.

Joel Bianchi: I mean I know they show a future connection but that may not be any time in the near future.

Lyn Murphy: Right and Knox Woods are not just apartments they are condo's, they are Town Homes

Rich Berkowitz: People rent them.

Lyn Murphy: People rent them, but they're owned.

Joel Bianchi: They're owned, Town Homes are physically owned property.

Rich Berkowitz: The only thing I see like that is Crescent Estates in Clifton Park.

Joel Bianchi: The one near the old Gold's gym?

Rich Berkowitz: No, on Vischer Ferry Road, you go past the Elementary School you go past there Octe. You have apartments in Foxwoods I'm sorry. Foxwoods you go through the apartments and then in the back are the Condo's.

Joel Bianchi: Yea but that is like, that connects to other Town Roads on the other side.

Rich Berkowitz: I don't know.

Joel Bianchi: There's through roads, so I think that may have been, but that's going back 35/40 years.

Rich Berkowitz: Yea.

Alison Pingelski: Rich can you go to the next map for a second. On this map it doesn't look like there's any concern but this map here it looks like there is wetlands in a few of those lots is that ...

Richard Harris: Is that the wetlands buffer? Yea that's a wetlands buffer. It's hard to read there.

Alison Pingelski: Is that the buffer that you meant?

Richard Harris: Yea we, in the Town we have a 50-foot building set back from wetlands, so I'm thinking that's why you're showing that. Because Army Corp wetlands don't have Army Corps setbacks.

Nick Costa: That's correct.

Richard Harris: Army Corps setbacks, so their showing that this would reduce the building envelope for a principal structure, accessory structure, Paul is that 25 or 30 from the wetlands so they could have an accessory structure a little closer.

Lyn Murphy: This is conventional.

Richard Harris: Yea but the way our setbacks are accessory structure can be 25 or 30 from the wetlands whereas that's a 50 ft for the principal.

Lyn Murphy: Yea I guess what I'm saying is this is conventional. There might even be less conventional available based on this.

Richard Harris: Yea if they were going this route, not building condos and apartments, you would have to make a under our code, you the Board would have to make a judgement is this a realistic number to get because that then dictates what they can have on the cluster. So, if you said these 4 or 5 lots that's not realistic because of the wetlands perse you'd carve out those 4 or 5 and they'd have a loe3r max they could hit on the cluster. They have them at Hanks Hollow a little bit although the Board generally agreed with the original maybe 110 and it ended up being 105 once they scoped some stuff out. But they're not doing that here.

Don Roberts: Okay anyone else?

Charlie Lucia: Mine is a curiosity questions um your future proposed road is off of phase 2?

Nick Costa: Yes

Charlie Lucia: So once, in essence you're not going to begin construction of that until phase 2 is completed or you're intending to be back here again?

Nick Costa: For the future road?

Charlie Lucia: Yea

Nick Costa: We don't, that's on an adjacent parcel, that's just a planning idea, we're not proposing that road. We don't own that parcel; we don't have any rights to that parcel. We're just showing a method to connect the road to veer back out to Dunsbach.

Don Roberts: See that road may never get built.

Lyn Murphy: Right, which goes further to Joels point.

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Charlie Lucia: Alright thank you.

Don Roberts: Okay anyone else?

Alion Pingelski: So, I just have a question, back to Joel's point, and my question about the wetlands. So, if we were looking at a conventional method and we made the decision that that was not appropriate then Joel's point would be exacerbated, right because that would be an even smaller footprint and the density would be even higher is that right Joel?

Joel Bianchi: Yes

Richard Harris: Yea, you guys if you felt or the Board felt this reduced this to 32 instead of 37, well not 110 is horrible.

Alison Pingelski: Okay, I just wanted to make sure I understood that.

Lyn Murphy: Just for clarification for the record file, if they did a conventional or cluster it wouldn't be a Town road because they would be single family.

Nick Costa: Right

Lyn Murphy: So, there's a whole bunch of variables.

Nick Costa: Trade offs.

Don Roberts: I saw you've got a question it looks like

Marcel Nadeau: At what point are we going to have a public hearing on this?

Lyn Murphy: I think totally at the Boards discretion, I would assume you would want to see the results of the updated traffic before you put that forward.

Don Roberts: I also think we should have Lyn's request met before we have a public hearing.

Rich Berkowitz: I just have one more thing so if there is a proposed Town road on that other parcel, that road into the apartments has to be a Town code road.

Richard Harris: Yea you would have to build it now.

Rich Berkowitz: Yea to be through the Town of Halfmoon.

Richard Harris: Yea we've got a couple of projects in Town that, a driveway remain private but they have a Town engineer and inspector there while they built it, they built it to the Town road spec. That if it progressed further, do you know Lissmac on 146? That driveway into there was built to Town road standard, predetermined we were going to do that, Highway Superintendent at the time was like yup, we had an inspector there, its all approved, they didn't turn it over to the Town, if they got further in the thought was, they would. Yea we made accommodations for that knowing ahead of time.

Rich Berkowitz: Okay

Nick Costa: And the proposal would be to build the roads to Town standards, and specifications.

1/8/24

Don Roberts: Anyone else? Okay then we'll get the intersection traffic study done, right? Okay, get Lyn's concerns met and we will see what happens.

Nick Costa: Okay, thank you.

Shea Pointe PDD– PDD Recommendation

TABLED. Board received a presentation on the results of a traffic impact study and requested a supplemental traffic evaluation (signal warrant analysis) of the Crescent-Vischer Ferry Road/Dunsbach Road intersection.

Don Roberts: Thank you, anyone else have anything?

Charlie Lucia: I make a motion to adjourn.

Alison Pingelski: I second

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