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**MINUTES MEETING
Town of Halfmoon Planning Board
March 27, 2023**

Those present at the March 27, 2023, Planning Board meeting were:

Planning Board Members:

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

Town Board Liaison(s):

John Wasielewski
Eric Catricala

Town Engineers:

Joel Bianchi

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

Don Roberts: Good evening, I would like to call the Planning Board meeting to order, 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.

Marcel Nadeau: I'll second

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Tom Koval: I recuse myself from the vote I was not present at the last meeting.

Don Roberts: Okay Tom Koval recused himself, we have a motion and a second, All in favor aye? (All were in favor) opposed? (None were opposed) motion carried.

Tom Koval recused himself from the vote he was not present at the last meeting.

Public Information Meeting:

One Four Six Marketplace PDD, Rt. 146 & Old Rt. 146 – PDD Recommendation (22.099)

Don Roberts: Would anyone like the notice read? (No comments)

Chuck Pfundi: Hi my name is Chuck Pfundi, Im with Luizzi Companies, the development firm Im head of real estate development, we'd like to present some material today about the project and proposal. Rich, would you be able to play the video to start?

Richard Harris: You want me to do it right now?

Chuck Pfundi: Yes

Don Roberts: Okay, thank you Chuck

Chuck Pfundi: Yup

Don Roberts: As you know this is your fourth time before us and the three previous times the main concern on this Board was traffic.

Chuck Pfundi: That's correct, and we brought some materials today to discuss it.

Don Roberts: I hoped you had because again, we received numerous written correspondence that we put into the record which everyone mentions traffic, and I have a funny feeling that most of the people here are going to be mentioning traffic, okay so...

Chuck Pfundi: Yea and I brought with us today too is Jason Dell our lead Civil Engineer and Alana with VHB for traffic as well so we will be able to touch into those matters

Don Roberts: Great I appreciate that, thank you very much, so now we we'll do the video?

Richard Harris: Don I just want to reiterate what you said, since about a week ago we received 10, as of about 2 O'clock today we received 10 letters as of about 2 o'clock today we received 10 letters/emails, the Board has been provided hard copies of all of them Friday what I had as of last Friday was emailed to the Board but all copies were provided in Board members packets as part of the record. If we received any late this afternoon I will get them to you tomorrow, we prepare the packets typically at 2 or 3 o'clock, I just wanted to make that clear. sure.

Chuck Pfundi: Its just background music. (Playing informational video) we wanted to present a video not only to the Board and for the Planning Board as well as the public to give a further view of what the vision is and quality

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of development that we're proposing on the property. This is not only a community proposed for the residents that will reside there but a lot of the local community as well. There will be nice eateries, boutique eateries, looking at things like farmers markets and events to take place within the atrium and with that coupled with the connectivity of some of the other local developments and subdivisions, you know we hope we have a really good proposal that both the public and the Planning Board can get behind and we believe that it would be successful and we're known for our quality of work and class A workmanship and we'll make sure to bring that same quality across the finish line here in halfmoon. With that said Jason and Alana can continue the technical presentation and I'm gonna leave some business cards at the back too in case anybody has any questions that doesn't speak here at the meeting tonight feel free to call me.

Don Roberts: Thank you Chuck.

Jason Dell: Good evening, my name is Jason Dell. I'm an engineer with Lansing Engineering here on behalf of the applicant. We have been before the Board on many occasions with this project and I'll just hit the main points of the project and then turn it over to Alana. So the project site encompasses approximately 20 existing lots and a portion of Old Route 146 so all of those lots as well as what would be the former right of way for Old Route 146 will be consolidated for the project to create an approximate 22 acre project site and on that project site the applicant is going to intend to construct 10 buildings on the project site with a total sq. footage of about 158,000 sq. ft. and with parking and pertinences, also included with this development as you will see up to the north at 11 cemetery there is also a proposed 3 unit Townhouse building up there as well. So coming off of route 146 along here as you head north onto our new Town road that we'll construct that's going to "T" up with 146 to get rid of the acute angle that's currently there so we're looking to square up that intersection, you'll come north to a central circle, and...

****This speaker's audio is inaudible****

Jason Dell: Okay, so starting again here along Route 146, we are looking to improve the intersection with a new Town road that will extend north from the current intersection, we're also proposing to widen 146 along here for a west bound travel lane through the intersection, so as we head north the internal traffic circle and then as we head east along the new access road, the first building here, this is building 1. That has a first floor square footage of about 21,500 sq. ft. and a second floor of about 7,500 sq. ft., in here and that will be reserved for office, retail and restaurant as we move forward in the process, those will be better defined for the project, as we move further to the east, we've got two retail/ office buildings in here for a total of about 10,500 sq. ft. and then we've got buildings 4 & 5 which will be 4 story apartment buildings that will have about 148 apartment units within there and the neat thing about these two buildings is that sub surface to both of these buildings will be a parking so you'll go sub surface through an entrance ramp here and there will be an exit ramp on the other side here, so this will all be connected underground and we'll exit there from out onto the access road which will then head back towards the circle. The northern apartment buildings there's a total of 180 units in those three buildings underneath of those three buildings will also be connected to parking garages you'll enter into one end and travel through and exit out onto the other, and in this area on the northwestern corner there is an overflow parking lot area that will have about 82 parking stalls as well as the potential for 30 additional stalls along the northern boundary. And then moving to the south of that we've got 25,000 sq. ft. office retail building with parking to the rear of that and this parking area will be accessed off of the new town road as well as the access drive to the north, and we're also proposing a connection to Mr. Tanski's building over here to this parking lot. And then finally we've got a 2,400 sq. ft. pad site in the southwestern corner of that roundabout intersection there. So where are the utilities for the project, we will be servicing the project with municipal water and sanitary sewer service. We have will serve letters from both the sewer district and the Town Water Department. We are providing parking in accordance with the Town parking standards. We're looking at approximately 1,100 parking stalls for the entire project. As we move through the

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design portion of the project, we will be providing detailed grading plans, layout plans, stormwater pollution prevention plans, lighting plans, landscaping plans that will all be developed as we move through the project. Stormwater will be managed onsite in accordance with all requirements, so that will turn it over to Alana to give a brief description about the traffic.

Richard Harris: Jason did you want to first go over the next slide which is, you sent me regarding the buffer with Inglewood development to the north?

Jason Dell: Certainly, we did have a meeting with the folks from Inglewood to discuss some of their initial concerns and out of that meeting and what we provided to them was this sketch here which shows potential improvements along that boundary. We are proposing approximately an 8 to 10 ft. high retaining wall all along here and behind that retaining wall we're going to look to build up the rear of these yards. Right now the yards you can see there the existing trees and behind them it tends to drop off and go down towards the project site so we're going to look to level that all out and do a planting with trees, evergreens basically we'll work with those residents as we move forward to identify the exact species that they would like along the top of that but we did look to work with them initially right off of the bat to come to an agreement of what we would like to provide for them. Additional concerns that they had was with respect to a direct sidewalk access into Inglewood, so we eliminated that from our plan and we moved that sidewalk over to Cemetery Road so we would extend an additional sidewalk up Cemetery Road to the intersection of Inglewood and Cemetery, so there is a brief description there.

Alanna Moran: Good evening Alanna Moran with VHB, yes traffic, everybody's favorite in this corridor and certainly in this part of halfmoon. As Jason and Chuck had noted we completed traffic evaluation for this project, we started during June of this year to hold the traffic evaluation together starting with traffic counts so from a macro scale the project is located where that kind of gold star is in comparison to the Northway, Route 146 and Route 9, so It's got good north, south, and kind of east, west access in the region. Bringing it in little closer the study area itself we looked at 4 traffic controlled intersections and 4 stop controlled intersections for the project. The 3 signal controlled intersections along Route 9 are the one with Old Route 146, Route 9 and 146 and then also the first entrance into the shops there, the retail center next to 9 and then the 4th traffic signal was Chaucer Place or Lowe's Drive with 146. The four traffic controlled intersections were Cemetery with Old Route 146 and then just to the south and east over there. The plaza with Old Route 146 and then old Plant Road, east and west on Route 146. So context of the project itself this is how it fits in with the rest of the community and where it fits within the project itself. So the proposed project is a nice mixed use type of facility with midrise apartments, office space, some retail and commercial space which provides a lot of interaction between those land uses. With that there's fewer trips that would necessarily always be entering and exiting if this were just residential, than we would anticipate in the morning peak hour, when everybody's exiting and in the evening everybody's coming in, but with the mix of land uses you get a better distribution of traffic entering and exiting and there are people who aren't going to exit, they may live at the site and also work in one of the offices at the site. So based on that we looked at trip generation for the proposed project. During the am peak hour it's roughly 250 trips during the pm peak hour roughly 240 trips and during the Saturday peak hour mostly because of the office component there's not going to be people really traveling to the office on a Saturday it's closer to 180 new trips at the site.

Richard Harris: Can you just explain peak hour so people understand more the audience what you analyze that it's not the 24 hour period?

Alanna Moran: Absolutely, so when we are analyzing the road way system what we try to look at is that worst cast time period, and on roadways like Route 9, Route 146 it's really kind of the morning commuter peak period which is typically from 7 to 9 a.m., and then the evening commuter peak period when everybody's kind of heading home which is from 4 to 6 p.m. What we do is we count that 2 hour period and then we analyze the one during that

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time frame where traffic volumes are the highest. So even within that highest hour we actually bump it up just a little bit more based on what we call a peak hour factor but what that does is just make sure that we're looking at the worst case conditions for the day for throughout the week, that type of thing. It's also the other thing we want to look at is not necessarily, so for instance during Christmas you don't do your analysis for Black Friday for a shopping center so what we want to do is make sure it's a peak condition but not like the worst thing that we're going to see because if that's what you do then you're over designing for your network. So on the next slide one of the things that's really beneficial about this particular project is the re-alignment of Old Route 146 so that it then squares off with Lowe's Drive. I know when we are here for the Popeyes that the Board had had some concerns about that that angled 146, Old Route 146 approach to the intersection that just doesn't function as well. So with this project squaring out that intersection has a really nice benefit of this proposal. So Jason noted that there are some mitigation measures that the proposed project is looking at, one of those is the addition of a west bound through lane on Route 146, basically between the Old Plant Road east intersection and then carrying through to the Lowe's driveway intersection so that widens out and we've got two through west bound through lanes there. Realigning as we noted the Old Route 146 approach to 146 and Lowe's Drive and then providing pedestrian accommodations, this area really doesn't have that so being able to provide sidewalks, crosswalks at the new traffic signal at Lowe's Drive and the Old Route 146 approach providing full pedestrian features. Push buttons, signals, countdown timers, all those things that are needed to get pedestrians to and from the community to the uses in the area. And finally just for a little bit of context with regards to how this project fits with regards to the existing traffic in this system so one of the intersections of course that we looked at was Route 146 with Route 9, so during the a.m. peak hour under the build condition we are looking at about 3,125 vehicles at that intersection. Right now there's probably about 3,020 vehicles at the intersection, the build condition is not very different from what we are looking at today similarly for the p.m. peak hour roughly 4,100 vehicles at that intersection during that one hour period. The project as defined at this point would account for 2 % of that traffic during the a.m. peak hours to roughly 60 vehicles, similarly during the p.m. peak hour it's 60 to 65 vehicles which is about 1.5% of traffic that's at that intersection right now. That's what I've got.

Don Roberts: Okay that's it? Okay thank you, at this time we will open the public information meeting and I'd like to say that what will happen is anybody that wants to speak, please come up and speak. Say your name and address and any comment you may have, now we all know traffic is an issue, we know this we don't have to keep on hearing over and over again but and again we have other items on the agenda so please make your comments as much to the point as possible so we can have time to get the other items on the agenda. Once all of the comments are made, we will turn it back over to the applicant and they can address the comments. Okay, we will open the public information meeting, Sir

Eric Hessey: Good evening my name is Eric Hessey, I live at 108 Plant Road. With all due respect to the project it really looks like a project to build 5 new apartments in Clifton Park. It's really what we are talking about with about a thousand units in those 5 apartment buildings of which we say less than 25% is going to be traffic during peak hours. To me that math doesn't add up. Anybody that's lived in Clifton Park for the last couple of years, 146 starting at 3 in the afternoon the traffic is insane, any day of the week but more importantly because I live on Plant Road and there is still no light there, I cant get out on a good day as is, I know you don't want this to be about traffic but there I a few houses on Plant Road, if you come out on east Plant Road to get out onto 146 good luck any time of the day because of where that first light is. So I don't object to new projects but these traffic studies that have said for the last couple years its not going to affect the traffic in Clifton Park is just, it's illogical. I mean wait until the Popeyes and Starbucks are in the same street, I mean the traffic over there is going to be stopped 24 hours a day except for Sundays cause of Chick Fil A, but you know the only day it wont be busy is Sundays when Chick Fil A is not open, but I mean I know you don't want it to be about traffic but to say that there shouldn't be great concerns with the amount of traffic that is going to be on here and to live on Plant Road and have to figure out how to get out on either the west side or the east side is going to be nearly impossible, I mean your going to

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have to go down to the light and come out on 146 as if you were going to Walmart, I mean at least that part of this plan makes no sense to me because if you widen the road for more traffic, west bound you've just made it that much harder for everybody else trying to get over to Lowe's from Plant Road, so thank you.

Lyn Murphy: I'm just going to clarify for purposes of the record it's not that they don't want to hear your traffic concerns in any way shape or form what the Chairman was saying is they're already concerned so take heed of there are already aware of it, but everything you want to say is more than welcome to be heard by this Board.

Don Roberts: Yes

Eric Hessey: I don't mean to take up all the time, but again, I mean you cut off the corner going to Clifton Park Pizza from where I'm coming off of Plant Road now I have to go through a traffic circle and new development just to get to that side of Route 9 off of 146, now I have to go into the main part of traffic based on this plan to hit that light to take the right to head toward Clifton Park Pizza, or the Jeep Dealer or whatever is on the north side going up Route 9, I mean, I just don't understand how you are going to fix the traffic, especially at the intersection of Lowe's, because that is where it is the worst, and anybody coming off of Plant Road knows what a nightmare it is, and again there's not that many houses over there, but there is an awful lot of traffic, thanks.

Don Roberts: Thank you.

Robert Bonanni: Robert Bonanni, I live at 22 New Netherland Way, off of Cemetery and my first time seeing this and that. Cemetery Road, I hope there is a plan to address the road conditions because it's atrocious in my opinion, pot holes, and keeps getting patched every year. We are going to add more traffic to that road now. What are we going to do to address the road conditions up there? Also now your saying I have to go up through this development to get to Lowe's if I go down Cemetery Road, that's now greater risk for, with a traffic circle and people walking through there, there is major risk of pedestrians getting hit because people don't know how to use traffic circle, plain and simple, and where is being addressed crime, is there going to be additional police patrols for this and everything. Where we are adding more people, more businesses, has that been considered into the project? I really hope that this is being looked at because now I can get to Lowe's really simple, now with this I'm not going to be able to get to Lowe's you know round trip would take me 15 minutes, I'm looking at an hour possibly now on a busy weekend trying to get through there. Thank you.

Don Roberts: Thank you Sir. Yes Sir

Al Roland: My name is Al Roland. I live off of Plant Road, have been for the past 7 years, I'm with this gentleman right here, its absolute insanity trying to get Plant Road onto 146 as it stands now. Now I appreciate the project, I think it's great it reminds me of a lot of projects in North Carolina, very nice, however that creates a collateral effect to traffic off of Plant Road and it seems nobody has any interest in that. You're presenting a project which I fine but you take your life in your hands trying to come off of Plant Road onto 146. I'm retired so I travel anytime of the day, any time of the night and I don't agree with the traffic study at all, because I live there I know, and it's just trying to get out of there. Granted the project is wonderful but somebody has to address that problem off of Plant Road. Thank you.

Don Roberts: Thank you Sir. M'am.

Deb Rizzo: Hi, Deb Rizzo I live in Orchard Park off of Plant Road and I've been there for about 20 years or more. My concern is not so much with the development or the project, I know it's going to be beautiful, I am concerned with the traffic on 146, you already know that, same as everybody else taking that left hand turn by Lowe's. My

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concern is more personal and with my neighbors that live in my area. Plant Road will without a doubt become a cut through even more than it is now from the lower part of Halfmoon up to Route 146. It's a direct shortcut, there is no shoulder on that road at all. Sometimes less than 4 inches, and I am concerned with the people that walk on that road, the people that run on that road, the children that ride bicycles on that road. I have seen women walking baby carriages on that road, so there is no shoulder, I'm concerned with the additional traffic that undoubtedly will flow through on that road and the safety for myself and my neighbors that walk and run on that road and it's not necessarily connected to this project but it is for me as a resident and the town and I think it's more of a town issue that I would like to see addressed.

Don Roberts: Thank you, Sir.

Nick Ostapkovich: Hi Nick Ostapkovich 41 Bradley Circle. Few thoughts, one of them is traffic related, in fact several are. First is no discussion has been made about traffic patterns during construction. So if it's allowed what, how are people going to be accessing Cemetery Road, what's going to be taking place? Secondly during the presentation one of the speakers talked about, for lack of better term Lowe's straightening out, getting rid of the angle but now they are creating a new angle of one of the exits I don't know if that's a one way street, the western portion by the circle, so if it's not good to have an angle there why is it good to have an angle there? The other thing is visibility on Cemetery Road for there will be a new exit there, there is a short term, a rise, has the visibility question been addressed? And another quick issue, and I don't know if this is a zoning matter or a Planning Board matter but there was a brief comment made about there might be concerts or something or other at the Atrium during the summer months, we hear Wicked during the evenings, they close at 10 o'clock but that's an issue sometimes just so you know, so I think that that should be. I don't know if it's your bailiwick but if it is I think it should be discussed.

Don Roberts: Thank you.

Nick Ostapkovich: You're welcome.

Don Roberts: Anyone else? Yes Sir.

Warren Stout: My name is Warren Stout, I live over on Oregon Trail. Sorry, one photo back during the traffic, okay one more, it was during the traffic, okay that's it, that's the one. If you look at that picture carefully, if you look at the traffic that's going west bound between the exit off the Northway to Route 9, you can already see that area is a parking lot. There's already literally bumper to bumper traffic between the north bound ramps, and southbound off ramp and Route 9. I don't see how you can have that many apartments where most people are going to be heading towards the Northway where you're not going to have, now traffic having going so far back down 146 that it's going to take 20 minutes to get from Plant Road or from the Stewart's shop to the Northway, that's it.

Don Roberts: Okay, thank you Sir.

Denise Cooney: Hi Denise Cooney from off of Plant Road also and Orchard Pointe. So I agree with everybody else, we're all concerned about the traffic. I don't need to go over that same point again, it is really hard to hear from someone else who travels that. I do work, and my husband said we'll just go down the other end to avoid it because it's already so bad. The other things I think they did address, I mean yes, it looks great, you know no one is disputing that but as far as water and sewer and impact on the infrastructure and like the other gentleman said as far as police presence, as far as you know the Highway Department, I don't know who is supposed to take care of all of that. If that's something else you're considering is the water for that area from Troy, does it get purchased or

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is that from underground? I don't know how all of that impacts our taxes, how it's impacting the environment, are all of those things looked at? I don't know enough about this, I'm just presenting those points if those are things you could consider, alright thank you.

Don Roberts: Thank you.

Diana Nolan: Hi my name is Diana Nolan, I live over on Inglewood Drive, I just want to thank so much some of the questions I had tonight were answered so I really appreciate it, and Mr. Harris, I was the one who emailed a lot of questions so I appreciate your response back. One of the questions I have is, I'm one of the houses that backs right up to this and when the ground was leveled in the summer a few months ago, for months and months our house shook, you heard beeping, there were construction back and forth and this looks just like a huge undertaking I'd love to know more about the phases or how that's gonna happen, cause I'm looking at this and just thinking oh my goodness all we're going to hear is just beeping and just loud noises and house shaking for a really long time. I also second the gentleman who spoke about the noise. We can hear during the summer months and stuff the drive through for Burger King across the street. We can hear Lowe's people and the trucks as we are delivering, so looking at how much closer this is to our house is a little unnerving and I do like what your talking about building up the wall and building up the greenery that will make a difference but how much of a difference, when your talking 1,100 parking spaces and lots of new residents, that is a little nerve wracking, it feel a little close to our back yard. My husband and I would definitely be interested in coming to any meeting you might have, he works from home so the amount of noise and traffic and stuff is definitely something that we're a little concerned about, and so thank you.

Don Roberts: Thank you.

Nick Cristo: Hi, good evening, my name is Nick Cristo. I live at 25 Bradley. I'd like to commend the Board I think that's going to be the crown jewel of Halfmoon. Those SEQR issues will be addressed as they go. I was Chairman of the Rensselaer County Traffic Safety Board for 5 years. One of the biggest issues we had, I don't know if it's been addressed or not, but school buses. You have to increase those hours in the morning, trust me when I tell you. Those yellow stretch limos come around in the morning and you've got to accommodate for that, and same thing in the afternoon you've got to expand those hours a little bit then, but I think it's going to be a terrific project. A lot of those things will be addressed, it took years and years over in East Greenbush and Schodack to develop 9 & 20, and we widened that. A lot of issues, water, sewer and a lot of things come, a lot of Federal Funding will come with some of the modernization, but anyway I think as far as the improvements and the roads and the byways, the traffic, I don't know who does the planning but you might want to look at another round about somewhere because when those school busses start there will be a significant issue. I don't know how many apartments are going to be for seniors, how many are going to be for families, but that might be something that might impact the traffic in that area. Thank you.

Don Roberts: Thank you Sir.

Bill Monza: Hi, my name is Bill Monza. I live in Orchard Pointe. We come out frequently of Plant Road west bound onto 146 and I know it's been addressed here tonight many times but I didn't hear anything about any improvements to that particular end of Plant Road. I heard 146 is going to be widened, the 3 lanes, but that's just going to put more traffic in the way. So I think the gentleman's comment about a roundabout would probably work. I don't have a problem with roundabouts, I know a lot of people do but I think that would work great there.

Don Roberts: Thank you Sir, anyone else? Yes Sir.

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Bruce Tanski: Hi my name's Bruce Tanski 11 Meyer Road. I probable lived in this town more than anybody else except maybe for Don Roberts and Marcel, I've seen this Town grow, I'm in support of it and I think what we need to realize is we need commercial growth to keep our taxes down. It's only a matter of time before we have a paid fire department, its only a matter of time before we have a paid police department and if you think that's not going to happen in the future your crazy number one, number two I have 2 letters in my office, 1 from Olive Garden, which was a letter of intent to move in Halfmoon and when they drove through Halfmoon at night their comment was there wasn't enough traffic. I have a letter of intent from Chick Fil A the same thing their comment was not enough traffic. Now traffic, I just came up from down south, we were stuck on a four lane highway with traffic coming in that highway on both sides and we couldn't move, we probably went a mile in an hour, maybe an hour and a half. That's traffic. We do not have any traffic issues in this town so we got to wait and extra 15 seconds, 20 seconds or 30 seconds but if we let a project like this go and it goes to Clifton Park like Chick Fil A and Bas Pro, if we let that happen, everybody wants to go to Clifton Park and these are just going to exacerbate the situation over there but people keep going there. We can't let these projects go on the west side of the Northway. We got to keep them here and like I said, I'm sure that everybody in this room should go down to Watervliet and see what Peter Luizzi has done down there, they actually put that place on the market, it's absolutely gorgeous and this will put Halfmoon on the map. I've seen the work that they've done, I've done business with Luizzi now for over 20 years, they do a great job, their quality is beyond recognition and I just think we're making, if we don't do something to keep this here we're going to make a big mistake and I think we can take care of all of Plant Roads issues if Peter puts another round about there, those issues go away. Thank you.

Don Roberts: Thank you Bruce. Anyone else?

Eric Hesse: I just have to make a comment, I think it's insulting.

Richard Harris: Please say your name again.

Eric Hesse: Its Eric Hesse, 108 Plant Road. I just think it's insulting to say that for the people that are here, you're saying we experience traffic issues every day, to say there is no traffic in Clifton Park and Halfmoon is unfair and a little bit insulting. I come home from work every day, I come off the exit at 9 and at least 1 car per day is cutting somebody off from the left turn lane to stay on 146 at the intersection at Route 9, at least one car every time I'm going through that intersection. I'm surprised there hasn't been an accident, yet there is going to be one of these days because if I'm next to him Im not going to not let him in, but it's unfair to say to all the people that are concerned in this room about traffic, that traffic is not an issue, its not fair, its why most of the people are speaking tonight.

Don Roberts: Okay, thank you

Kelly Gordon: Hi, my name is Kelly Gordon I live at 6 Henderson Dr. my only question is you had said that there was a traffic study done in June, what time, what timeframe did that go to? So, if it was towards the end of June as we discussed school busses as I drive to work the school bus traffic coming and going is, so if its towards the end of June, there is no school busses so that lack of traffic involving our kids and the children and stuff, that was my only question.

Don Roberts: Okay, thank you, anyone else? Yes Sir.

Gary Raylinsky: My name is Gary Raylinsky, I live off Plant Road in Orchard Point and everybody's talking about traffic and somebody just mentioned putting a round about where Lowe's is. Roundabouts work great, I understand DOT's gonna put one at Route 9 and 146 so roundabouts keep traffic moving, both directions.

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We're downstream, we're at Plant Road at two locations and traffic is going to be continuous. There will be no red light to stop people, give us 5 or 10 seconds to whip out. So they need to re-look at that again and maybe you need a third round about down by Stewart's somewhere. So everybody can get in the que and go the direction they want to go, so that's all I got.

Don Roberts: Thank you Gary, (No comments) anyone else, anyone online wish to speak?

Paul Marlow: I have a question here online, they typed it over a few different messages, but essentially they are a member of Inglewood and they had some questions about which way the retaining wall would be facing and they indicated that they did not want any trees on their property.

Lyn Murphy: Did they provide a name? I'm sorry for the record.

Paul Marlow: He just has his name listed at Ryan H. according to the chat it says Ryan Hume, so we could always try to get a hold of him directly if we need to, get him in touch with the applicant and kind of work through that but he did have a question about which way the retaining wall was going to be facing, about the locations of the trees, fill and the phasing for the completion of that work.

Don Roberts: Thank you Paul, anyone else online wish to speak? (No comments) Okay very good so at this time we will close the public information meeting. Jason, Chuck comments please.

Jason Dell: The ones that I can handle, first off there was question about the number of units, I think a gentleman mentioned a thousand apartment units, in fact we are proposing 328 apartment units for the whole project. Water and sewer, the question about water and sewer capacity and the entity. We did reach out and discuss the project with Frank Tironi with the Water Department, he did send us along a will serve letter that there is adequate capacity to supply the project. We've also reached out and worked with the Saratoga County Sewer District, we have done a flow study on the existing line in the concern area that they had, there is ample capacity in that area. We're also in the process of doing a different flow study for the sewer that's going beneath Route 9, so that's in the works as well, but the sewer district did indicate with the will serve letter that they do have the capacity and are willing to accept sewage and the sewer conveyance piping for this project. The question about the retaining wall, the high side of the retaining wall will be towards the town houses and this area will be about 10 feet lower, so the retaining wall will face south towards Route 146. The type of vegetation and trees for the top of that wall, as we move forward in the project we will be providing a detailed landscaping plan and we would be happy to meet with you folks in Inglewood to provide you with what type species you would like. So we'll be more than happy to have another meeting with you folks as we get into that.

Chuck Pafundi: Touching on that as well from our previous meetings with Inglewood residents, we would prioritize that for being the very first phase and one of the first operations to take place, we'll get that wall up, grade everything off, coordinate with the property owners get the screening up get the fence up and make sure that you know we mitigate as much of the view and construction noise as possible with installing that first.

Jason Dell: There was another question about noise and concerts. We didn't mention anything about having concerts there, what Chuck did refer to is having a farmers market there so there is not the intent to have concerts there but rather a farmers market.

Chuck Pafundi: Yea we would like to do some type of events that bring synergies to the retail shops and the eateries and stuff and you kind of come in there's multiple things to do, bring some local business there s well, and for everyone to know too, our ultimate goal is to provide the ultimate living experience for our residents so we're

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not looking to have bands, live music anything like that, we want to keep a quiet living arrangement for our residents but still provide some extended amenities and obviously have a good reputation in our community that we develop. Not everybody knows who Luizzi Companies is but we own and maintain all our own properties so we are not a developer that puts something up and walks away and the management company deals with the complaints, we do. It's our image, it's our brand and we stand behind it on every property that we own. So don't be concerned of loud noise, bands in their eateries or restaurants, we'll definitely be monitoring that and making sure there is items within our lease structure if the project is approved. So, there was also a concern about school bus que. All properties are different right, but from current surveys, like our communities and our demographics that are typically captured, we have 750 units in a similar type of complex like this throughout the capital district, out of those 750 units I think we have 3 to 4 school age children right, so most of the folks that are actually living in these communities are professionals moving in setting up there career as a stepping stone before purchasing a house in that community or empty nesters or folks that sent their kids off to college and looking for short term commitment and no maintenance so we will be able to look at that within the traffic data, but I don't see us having a large school bus que.

Don Roberts: Alana's turn

Alanna Moran: Alright, if I miss any of these please just let me know, Im gonna kind of start at the top. With Plant Road so traffic counts were conducted at the end of April of 2022, so when school was in session, and we counted those intersections so we would have captured any type of school busses, heavy vehicles, pedestrians, regular vehicles, delivery vehicles, all of those are being observed and documented while we are doing our traffic counts. During that time period, when we counted all of those study area intersections, we used that information to inform how traffic from this proposed project is going too distributed throughout our network, throughout the study area intersections, and so with that information roughly 10% f the site generated traffic is anticipated to go to and from Plant Road. Now that's about 25 vehicles during the a.m. peak hour and 25 vehicles during the p.m. peak hour so about 1 additional trip every 2 minutes or so. Plant Road definitely like any other uncontrolled access to a main road like 146, drivers have a hard time getting out onto that roadway because the main line is going, right it is just going and going because there is enough volume on that roadway. Unfortunately in order to be able to do something like install a traffic signal, put a round about in, any of those types of things, first for a traffic signal you have to meet guidelines and standards and warrants to actually be able to have to do an installation line like that. You also want to try to make sure that you are spaced appropriately between adjacent intersections, so for instance the Lowe's Drive located just a couple hundred feet from where Plant Road west is, that wouldn't be a great spot to have a kind of signals right on top of each other. Folks had talked about the potential for a roundabout. I know the applicant would like to improve the entire corridor, unfortunately he doesn't have control of many of the properties that would be needed in order to make that type of improvement. Several folks also talked about 9 and 146 and going into Clifton Park and how west bound on Route 146 during the p.m. peak hours already all backed up and the mention of DOT installing a roundabout, DOT does have a project that they have started to work on as far as a Planning study in this corridor to start looking at this area wholistically and try to come up with a big picture mitigation potential for the corridor and not specific to this project. This project is mitigating its impact. So that's kind of the overall Plant Road discussion, I know it's definitely tough, its like when I go to a Planning Board meeting in Brunswick and we are on Hoosick Road, so its these corridors we know are busy in our communities, in the Capital Region this is one of them, and it's recognized. So Cemetery Road another question had been about site distance, is adequate site distance available, is this a safe turn. So what we do during a traffic study is put down what we call an automatic traffic recorder to record traffic volumes and speeds on the roadway itself. With that information we measure the 85th percentile travel speed and then compare several site distances at the proposed access to standards and guidelines presented in our industry standards. At that location site distances are just a little bit short of the ASHTO Guideline, just because at the end of the intersection we run into Old Route 146, so it's about 20 feet short. We don't see the need to install a traffic signal, install an intersection warning sign,

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we can see all the way to the intersection, so sight distances there are fine. I think Chuck and Jason talked about construction, some of the school buses. So we started the traffic counts at the end of April when school was in session and then once we had all the kind of data in house from the traffic counts and from getting information from the adjacent communities that's when we kind of got to work was in June, but data was collected at the end of April. I think that was it unless I missed, please let me know what else I may have missed, a lot of it was just really about Plant Road which I completely understand, completely understand

Tom Koval: Someone had a question about the angle of the new road coming out onto Old Route 146; what is the difference between that and what they have now ****This portion of tape is inaudible****

Alanna Moran: So one of the things that would happen with the re-alignment of that roadway is that instead of having what's shown right now as more of an angle right here. With design of the roadway so that's actually a through roadway right there instead of a turn, it would all smooth out and not be so, so that we're driving, it would be like a curve in the roadway as opposed to a corner that traffic is going through, and that at that point is the main line of flow, so its not like people are stopping and then turning again, so it becomes the thru -way. Yea, so a lot of this right down here gets removed and this part right here kind of becomes more of a driveway stub. So, the other piece of it is the through roadway. What else did I miss?

Don Roberts: I think we are all set, okay thank you.

Marcel Nadeau: You stated that the project, the apartments would add 2% to Route 9 and 146?

Alanna Moran: So yea overall the project itself based upon the trip generation estimate using ITE Industry Standard Data. The traffic counts that were completed in April, the project would be about 1 and a ½ to 2% of the traffic at that intersection.

Marcel Nadeau: Well what about full build out, when you have?

Alanna Moran: That's at full build out, that's the whole project.

Marcel Nadeau: Restaurants and everything in there?

Alanna Moran: Yes

Don Roberts: I think we heard a lot of good comments tonight and I don't think we're ready to take any action by any means, but both the Board and the applicant need some time to digest what we heard here tonight, that being said any other comments by the Board?

Rich Berkowitz: Yea I do, it's about traffic on plant road, because I go through that intersection about 7, 8 times a day, and what's the background traffic on Plant Road right now at that intersection?

Alanna Moran: Let me grab it here real quick. I want to say it's on the order of like the west intersection, that it's around 170ish but let me double check. I will get you the numbers specifically but when I was looking at kind of those numbers it was around 80 making a right turn, about 90 making a left and then of course you've got your through volumes that you're dealing with.

Rich Berkowitz: And then you're adding 25 cars per hour so you're averaging 200 cars per hour? Peak time.

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Alanna Moran: Yes, during the peak it's about 1 additional car every two minutes

Rich Berkowitz: No what's the average wait time at that intersection?

Alanna Moran: That is

Rich Berkowitz: Because I can tell you it's about 1, 2 minutes at the very least, so now you're adding

Alanna Moran: Did you say 10 minutes?

Rich Berkowitz: No, 1 to 2 minutes.

Alanna Moran: So, you're probably going north and taking the left turn?

Rich Berkowitz: That's average on a normal day

Alanna Moran: Yea

Rich Berkowitz: Now if you add on, if you're out on a Saturday afternoon when it's really busy, 5 o'clock on a weekday, you're almost a prisoner of Plant Road, and now there is so much traffic on Plant Road they have tried to repair it twice this winter and there are still pot holes all over the place. Now you have I'd say approximately 6, 7 hundred residences on Plant Road right now, and you have to find some way to mitigate Plant Road whether it's acquiring different properties to straighten Plant Road out, whether it's using existing property that one of the applicants owns to straighten that out, close it out both ends, I don't know what it is, you're the expert but something has to be done.

Marcel Nadeau: Rich, about 15 years ago the Town wanted to make Plant Road go straight, no wings of east or west they want it to go straight across from the auction and put a red light there. At that time I didn't think they were able to purchase the property, I don't know what the situation is now, but that was the intent of the Town to do that.

Rich Berkowitz: No, I understand but also 15 years ago we probably had close to 2 to 3 hundred extra residences on that road.

Marcel Nadeau: I understand that for sure.

Rich Berkowitz: And Debbie's right there are a lot of people who walk on that road, a lot of people who run on that road. It's a residential road and now you have Orchard Point, you have new property across from Cardin, you have Orchard Park. There is a lot of residences there, that weren't there prior.

Chuck Pafundi: And Rich that's the property that is not available, right so as you know Scott has been very interested in hearing the Town's concern on this, try to mitigate it. You know I guess where VHB is our professional as you had stated there is the property that we have right now is right here, we are doing the welcome to Halfmoon sign as part of the PDD, and there is no alignment here that would benefit anything with Old Plant from existing

Rich Berkowitz: I understand but it would create more of a gap

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Chuck Pafundi: But is that gap beneficial for long term outlook with the Town? I don't think so from a traffic perspective, I think an alternate road

Rich Berkowitz: From Plant Road it could be, because also what going to happen, you have that exit on the east end where the apartments are, the majority of the apartments, what's going to happen those residents, their not going to go through the traffic circle, they are going to go straight down that entrance and they are going to take a right hand turn onto 146, and that's going to cause even more problems for Plant Road.

Chuck Pafundi: So would you like us to look at on the real property that we have from the Boards perspective would you like us to look at what kind of realignment what could be had on that, whether we could provide the benefit that it provides and see if it's worth it.

Don Roberts: Yes that's a good idea, I would like to see it, yes.

Rich Berkowitz: Because it will provide about a 100 feet more of a gap, because what I'll do now

Chuck Pafundi: You're saving que space from Lowe's

Rich Berkowitz: Que space from Lowe's, because what I'll do now is I'll see 3 or 4 cars going to Old Plant Road east, I'll cut right through Stewart's and it gives me a gap. You're not supposed to do that, but I'm going through that intersection 5, 6 times a day because my office is right there also so.

Mike Ziobrowski: It give you enough space to que in if you take a left. That's what we are trying to achieve there.

Don Roberts: That would be a good idea if you could look at that'd be good

Mike Ziobrowski: The que could back up before taking the left at Lowe's so that they can then, the light will stop or turn red they can then take a left out of Plank. I also recommend that the next time we meet that we blow up these intersections so we can kind of look at them under a microscope. So that we can see what lanes are being widened, exactly what's happening at each intersection, I mean yea we are just kind of describing it for a broad study

Alanna Moran: we could do that,

Mike Ziobrowski: So that we can see which lanes are being widened, exactly what's happening at each intersection? I mean yea we are just kind of describing it for a broad study

Alanna Moran: It's a big kind of overview, yes

Mike Ziobrowski: So but that was the intent of this evening but I think that we've kind of look at it under a microscope

Rich Berkowitz: And I did go to Starbuck Island and it is a beautiful project and I'm sure this will be a beautiful project once the traffic is figured out.

Alanna Moran: So just to have those numbers as far as like to and from, right and left so during the morning peak hour that right turn turning onto Old Plant Road west is 45 and the left turn out is 62, and then during the evening

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peak hour that right turn down is 75 and 61 out, but of course the difficult part is your opposing like 14 to 16 hundred through vehicles on 146.

Rich Berkowitz: I think the average wait time is more important than how many cars. Because once you have a, you get impatient, and once you're past 1 or 2 minutes you're going to try and run that gap.

Alanna Moran: Well you know what we're going to have to do is read the, we'll watch the videos and document the amount of time folks were waiting, because we do the analysis of course and we know what people are doing at the gap but we can actually watch those videos and see what that timing may have been if we did those with a video, I'll double check it.

Rich Berkowitz: What time was the video? There is different times on 146 from Plant Road

Alanna Moran: They would have been from that 7 to 9 during the morning and 4 to 6 during the evening, what are considered those peak periods, so I will look.

Rich Berkowitz: Okay, because the weekends can be just as bad

Alanna Moran: The other thing as a reminder to the Board is that any mitigation that we propose through this project does have to go through NYS DOT, so even though we may you know look at a signal there and we may think, or some type of mitigation at those parcels that are available there is permitting that we would need to get through.

Rich Berkowitz: Right

Don Roberts: Okay thank you.

Alison Pingelski: I just had one other question for you, what's the additional traffic since Popeye's opened? Because they opened post your traffic study.

Alanna Moran: So, we did do a traffic evaluation for that one, I can look but I think they might have actually been open when we started, but I'll double check

Rich Berkowitz: I think it was open

Alanna Moran: Yea, okay perfect, so that means we might have even been during the time when it was there like when they ramped up before being back down to kind of a normal, but I will double check that as well.

Don Roberts: Okay thank you, okay once again thanks for everyone showing up tonight. Very good comments and again we are going to digest all this and we'll move on okay, thank you.

Don Roberts: Ok. I'd like to have the next item please. The conversation, please take it out in that hallway please. Thank you. Ok. Thank you very much. Ok, under new business:

One Four Six Marketplace PDD – PDD Recommendation

TABLED. Board held a Public Information Meeting and tabled the application to provide the applicant an opportunity to respond to comments from the public and the Board.

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Onyx Hair & Beauty Bar, 1471 Route 9 – Change of Use/Tenant (23.054)

Don Roberts: It got quiet in a hurry.

Briana Chonski: I know, I feel like I'm on Shark Tank. Briana Chonski.

Don Roberts: Just explain a little bit about what you want to do.

Briana Chonski: Oh, ok. I'm taking over a boutique salon in the Fred the Butcher Plaza. There is gonna be myself, full time. And then three part-time girls. The hours, Tuesday, Wednesday, Thursday 12:00-8:00. Friday 12:00-5:00 and Saturday 9:00-2:00.

Don Roberts: Now, how many? You and two other? Three other?

Briana Chonski: Four total.

Don Roberts: Four total. Ok, great.

Rich Berkowitz: Do you really want to limit yourself to those hours, you just want normal business hours?

Briana Chonski: I would love to. I don't want to work weekends anymore.

Rich Berkowitz: No, no, no, no, no. I mean. Neither do I but. Just in case you want to expand

Tom Koval: Why your hours because you can always close whenever you want, but if we approve you for "X" hours and then you decide you want to stay open another, you figure out you have a day where you have more clients later on. You got to come back.

Rich Berkowitz: You're just protecting yourself.

Tom Koval: It's much easier to ask for your standard, ya know, beauty salon hours. You're probably closed Monday like all of them.

Briana Chonski: Yup. Sunday, Monday closed.

Tom Koval: So. It's just, yeah.

Rich Berkowitz: Just put normal business, like whatever. Seven to eight, whatever

Don Roberts: Oh, you're in trouble now. Here's the landlord.

Michael Klimkewicz: Brianna, I think you want to have a full day, 5 days a week, 6 days a week.

Briana Chonski: Ok.

Michael Klimkewicz: That way if you expand operations, you'll have it. Michael Klimkewicz, 1471 Route 9.

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Don Roberts: Ok. Thank you.

Richard Berkowitz: We're just trying to help you.

Briana Chonski: Oh, ok.

Rich Harris: You don't have to be open those hours. It just protects you. Say you get a new staff person that says I want to work nine to noon and you've got hours. You don't have to come back to the Board.

Briana Chonski: Oh, ok. Yeah, then can I do like Tuesday from like 10-8 Tuesday through

Rich Berkowitz: You can do whatever you want

Don Roberts: They're your hours.

Tom Koval: Tuesday through, yeah. Do seven days a week.

Richard Berkowitz: Do seven days a week.

Briana Chonski: Twenty-four hours now.

Alison Pingelski: They need to come between 10 and 8.

Rich Berkowitz: It takes 10 minutes to make.

Alison Pingelski: What they're trying to encourage you to do is not to limit yourself to the hours that you're operating now in case you want to operate different hours.

Briana Chonski: Ok.

Alison Pingelski: So, if you just add more hours to the schedule, you don't have to be open then, but it gives you the flexibility to be open.

Briana Chonski: Ok.

Don Roberts: And also, also, I know there's no sign application but you're gonna need a sign, I'm sure

Briana Chonski: Yup.

Don Robert: So, you'll have to come back for the sign, alright?

Briana Chonski: Yup.

Don Roberts: You'll have to come back and get a

Briana Chonski: Yeah, I couldn't get a mockup in time for today.

Don Roberts: Ok. Yup, just come back and get an application for the sign alright?

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Briana Chonski: Ok.

Don Roberts: And, we'll have you on then.

Alison Pingelski: So the 10-8 is good hours for you?

Briana Chonski: Yeah.

Alison Pingelski: Ok.

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

Alison Pingelski: I'll second

Don Roberts: Ok. All in favor aye? (All were in favor) opposed? (None were opposed) motion carried. Good luck. And you can advertise you're in Halfmoon, right?

Briana Chonski: What's that?

Don Roberts: You're gonna advertise you're in Halfmoon.

Briana Chonski: Yes.

Don Roberts: Yes. Thank you.

Onyx Hair & Beauty Bar– Change of Use/Tenant

APPROVED. Board approved the request to occupy approx. 1,000 SF retail space at 1471 Route 9 (Crescent Commons) for a hair and beauty salon.

RISE Dispensary Medical and Adult Use Retail Sales, 1675 Route 9 – Change of Use/Tenant (23.0555)

Jason Dell: Hello, Jason Dell, Engineer with Lansing Engineering. I'm here on behalf of the plaza owner for the Change of Use/Tenant for the RISE Dispensary. The RISE Dispensary currently operates a medical dispensary at the Watkins Plaza and occupies approximately 1,917 sq. ft. of the plaza. RISE would like to expand into the former Builders' First Source space, within the plaza. The expansion area is approximately 3,813 sq. ft. for a total expanded size of 5,730 sq. ft. RISE proposes the expanded area for the operation of a hybrid retail dispensary for the receipts, storage, packaging, labeling and sale of cannabis products. Now, all as permitted, regulated, and governed by the State of New York. No cultivation or processing of cannabis products will occur on the site and delivery services will continue. Also here this evening is Ann Marie Zamba from RISE, if you have any question pertaining to the day-to-day operations of the facility.

Don Roberts: Ok. Thank you. I gotta get a couple questions for you. First, I've got a question for Jason. Parking. This could be a busy place.

Jason Dell: Yes. Right now, there are approximately 72 spaces around the facility and they obviously go around the facility and there are also an additional 20 spaces that they have over here as part of a parking easement with Aldi's. So,

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the overall facility has about 92 shared parking stalls throughout the facility. So, there should be adequate parking for that facility. And they are taking over existing space within the plaza.

Don Roberts: Ok. I have a question for you, if I could please ma'am. Now, what's your name again?

Ann Marie Zamba: Ann Marie Zamba:

Don Roberts: Now, you're aware, you can sell it, fine, but no consumption on-site.

Ann Marie Zamba: We're well aware, yes.

Don Roberts: Ok? That's very important, ok? And you're abiding by all the New York State laws.

Ann Marie Zamba: Of course, and we do not, very frankly, have permission to have on-site consumption from the Office of Cannabis Management either.

Don Roberts: Ok. Thank you. Questions by the Board?

Rich Berkowitz: What happens if they consume outside your door, in the parking lot? Is that controlled?

Ann Marie Zamba: Sure. So, we will be expanding the security overlay so there will be additional cameras being added to the building. We have on-site security who monitor for this. Any nuisance conditions, they are trained to go out and directly address folks.

Rich Berkowitz: Ok.

Mike Ziobrowski: So, you'll have site security inside and outside, 24/7 while this is in operation.

Ann Marie Zamba: No. I can't represent that we'll have it 24/7. We do have our cameras monitored 24/7. So, we have a central hub, we have operate 77 dispensaries across the country and they are monitored. We also contract locally with a response team so that we're not, if there is an issue, we're not, line of first defense is in Halfmoon. We have somebody that will come out and address and then contact the police should it be necessary.

Rich Berkowitz: Are you the first retail in Saratoga County?

Ann Marie Zamba: Yes, we would be.

Rick Berkowitz: Okay, do you know when

Ann Marie Zamba: If I may, we're the first legally permitted

Rich Berkowitz: Legal retail.

Ann Marie Zamba: Big distinction.

Rich Berkowitz: Okay, do you know how many applicants are in the area for other stores.

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Ann Marie Zamba: I don't, frankly, and I will say, we're a registered organization with the OCM so we are not subject to the lottery process. The OCM is allowing social equity applicants to open retail first. So, while we might get approval tonight, we really won't probably see adult use elsewhere for at least a year in Halfmoon. And, the OCM is trying let those social equity applicants come first. There's seven open across the State right now. They're not doing so hot at the moment.

Rich Berkowitz: So, what happens, and this, what happens when you have medical vs. retail?

Ann Marie Zamba: Sure, so, we do this often, we determine a hybrid dispensary and typically we'll dedicate the first hour of the day so 9-10 a.m. to med patients only. We want to make sure that their product supply is kept handy and on site. From there we actually have a medical and rec menu so that products that might be speaking to a medical customer base may not be an adult use need or want. So, we do separate and have separate menus to account for that too.

Don Roberts: Anyone else?

Rich Berkowitz: I make a motion to approve the Change of use and Tenant.

Mike Ziobrowski: I'll second.

Don Roberts: All in favor, aye. (All were in favor) opposed? (None were opposed) motion carried.

Ann Marie Zamba: Thank you. We also advertise in Halfmoon.

Don Roberts: Thank you. Thank you. You beat me to it. Thank you.

RISE Dispensary Medical and Adult Use Retail Sales— Change of Use/Tenant

APPROVED. Board approved the expansion of the medical cannabis dispensary into the adjacent 5,730 SF space for the purpose of adult use sales.

Graham Chiropractic, 10 Executive Park Dr – Change of Use/Tenant (23.056)

Melissa Inman: Hi, I'm Melissa Inman. I represent the landlord at 10 Executive Park Drive and this is Dr. Tamar Graham, and she actually is applying to relocate her office. I think I put 31 in the application, but I believe it's 21 Executive Park Drive. So, she's only going from 21 Executive Park Drive to 10 Executive Park Drive. So, the change of their impact to the Town should be negligent.

Don Roberts: Ok. Why the move? I'm just curious. Why the move?

Tamar Graham: It's a smaller space, I need a little less space.

Don Roberts: Oh, okay very good. Questions by the Board?

Rich Berkowitz: I make a motion to approve the Change of Use and Tenant.

Alison Pingelski: I'll second it.

Don Roberts: All in favor, aye. (All were in favor) opposed? (None were opposed) motion carried.

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Melissa Inman: Thank you.

Don Roberts: You're welcome. Good luck.

Graham Chiropractic – Change of Use/Tenant

APPROVED. Board approved the request to occupy the vacant 1,600 SF space at 10 Executive Park Drive for a chiropractic office.

B. Fitzmaurice NP in Adult Health PLLC, 4 Corporate Dr – Change of Use/Tenant (23.057)

Brittney Fitzmaurice: My name is Brittney, I'm a nurse practitioner. Right now, I service PVA (Precision Valve Automation). They contract me to do on-site medical care for all the employees there. And I'm just looking to expand. So, at 4 Corporate, which is right next to them. Hours are just going to be by appointment only to start and that way I can do both by myself and see how that business goes.

Don Roberts: Okay, questions by the Board?

Tom Koval: I make a motion to approve the Change of Tenant.

Laurie Barton: I second

Don Roberts: Laurie again. All in favor, aye. (All were in favor) opposed? (None were opposed) motion carried.

Brittney Fitzmaurice: Thank you.

Don Roberts: Thank you, good luck.

B. Fitzmaurice NP in Adult Health PLLC – Change of Use/Tenant

APPROVED. Board approved the request to occupy approx. 1,000 SF for a primary care services office.

Tut Co. LLC, 4 Corporate Dr – Change of Use/Tenant (23.058)

Brian Lockman: How's it going? I'm Brian Lockman, I'm representing Connor Tuttle with Tut Co. Tut works for PVA. Connor has a small, but he does our embroidery for PVA, and I got him 1,000 sq. ft. office space over there. He's just moving his embroidery equipment from PVA, across the street. He wants to open up and try and do more shirts and stuff along that line, so just a young kid starting out.

Don Roberts: Okay questions by the Board?

Tom Koval: I make a motion to approve the Change of Tenant.

Marcel Nadeau: I second

Don Roberts: All in favor, aye. (All were in favor) opposed? (None were opposed) motion carried.

Brian Lockman: Thank you.

Don Roberts: Good job.

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Tut Co. LLC– Change of Use/Tenant

APPROVED. Board approved the request to occupy approx. 1,000 SF for a design studio and clothing company.

SparkShoppe, 4 Corporate Dr – Change of Use/Tenant (23.059)

Don Roberts: Boy, you're all right in a row here.

Heidi Reale: My name is Heide Reale, I'm with SparkShoppe. I started by company about 7 years ago and we're growing so we are in currently 6 Corporate Drive, and we would like to move to 4 Corporate Drive for some more space.

Don Roberts: Okay, questions by the Board?

Alison Pingelski: I make a motion to accept.

Tom Koval: I'll second it.

Don Roberts: All in favor, aye. (All were in favor) opposed? (None were opposed) motion carried.

Heide Reale: Thank you.

Don Roberts: You bet.

SparkShoppe – Change of Use/Tenant

APPROVED. Board approved the request to occupy approx. 5,000 SF for a shopping and digital marketing office.

PVA Expansion (gym), 4 Corporate Drive – Change of Use/Tenant (23.060)

Rich Harris: Are you guys done buying buildings or, we'll just get one agenda for all your buildings in Town.

Brian Lockman: We do a lot. So, we have a gym at 6 Corporate Drive at our old building. The nice thing we had a huge full gym, all our employees loved it. When they moved to 6 Corporate, we had to downsize the gym and we'd give stipend to give people to go to Planet Fitness and stuff, but everybody wants it local. So, I carved out roughly almost 4,000 sq. ft. of space at 4 Corporate Drive and we're gonna put the gym back in there for employees.

Don Roberts: Any questions by the Board?

Tom Koval: I'll make a motion to approve.

Rich Berkowitz: I'll second it.

Don Roberts: All in favor, aye. (All were in favor) opposed? (None were opposed) motion carried.

Brian Lockman: Thank you.

3/27/2023

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APPROVED. Board approved the request to occupy approx. 3,000 SF for an employee gym.

Don Roberts: Anything else?

Tom Koval: Motion to adjourn.

Alison Pingelski: Second

Don Roberts: All in favor, aye. (All were in favor) opposed? (None were opposed) motion carried. Thank you, good night.