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**Town of Halfmoon Planning Board
February 26, 2024**

Those present at the February 26, 2024, Planning Board meeting were:

Planning Board Members:

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

Planning Board Alternates:

Alison Pingelski
Joe Landy

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, 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.

Tom Koval: I'll second.

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

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Marcel Nadeau: I recluse myself.

Don Roberts: Marcel recluses, okay he wants here.

Public Hearings:

J. Dunn Office/Warehouse, 518 Hudson River Rd – Site Plan & Special Use (23.165 & 23.170)

J. Dunn Storage, Hudson River Rd (SBL 286.-1-63) – Site Plan & Special Use (24.000 & 24.005)

Don Roberts: Anyone want to present the application?

Brett Steinberg: Good evening I'm Brett Steinberg I'm here on behalf of the applicant J. Dunn. Their proposal to make some site modifications to their existing facility on Route 4 & 32 basically what they are proposing is acknowledging the existing barn and the existing silo and constructing a new office building with parking for their facilities as well as constructing a new steel building for equipment on the site. The operations will remain the same. They will be constructing a septic system in the front, tying into the municipal water we in our meetings talk about parking because we are under the parking but within their needs. We showed a banked parking area along the side of the building and we also have a tremendously large existing laid out area so they really don't need the existing parking spaces, they just have a few people that are in the office daily for the operations, and in concert with this project they also purchased the property next door which they are seeking a special use permit as well to continue the operations that have always occurred on that parcel which is stock piling and materials such as top soil, stumps, concrete materials. Letting them build up in that process and then we will get them off the site. We recognize there had been a letter submitted to this Board about some concerns about a 5 am delivery, that delivery actually was their fuel supply from Rabideau Propane, they reached out to Rabideau, and we have a letter from them they are changing that delivery time to 7 am. There also was some concern we got our jobs in that type of stuff. I talked with the applicant about it, we are going to leave the access road as crusher run which it is now and just paving the parking area for striping. They're going to pave that access road up to the parking area to try to reduce some of that dust that the neighbors have raised concerns about. J. Dunn wants to be a good neighbor they want to be in this area, in this community a long time and you know they're looking to do whatever they can while continuing their operations onsite.

Don Roberts: Before we go any further can we just briefly explain what each building will be used for?

Brett Steinberg: Yes, the building in the front will be office space, strictly office space. The two buildings in the back are going to be strictly used for equipment and machine storage and maintenance.

Don Roberts: Okay

Tom Koval: What are the hours of operation of this business?

Clay Slaughter: Clay Slaughter, owner of the J. Dunn Group. The hours in our yards start about 7 and the truck drivers and we have employees that get there around 6:30 starting trucks, getting ready, moving equipment. We don't go into operation until 7 with every construction site. This isn't an operating site this is an office. Our staff gets there between 7 and 8 in the morning. We have one person that works in the yard essentially, so that's back in the existing building is where we do maintenance on the equipment.

Tom Koval: Would it be safe to say your hours of operations are 6:30 till

Clay Slaughter: 4:30, 5 o'clock.

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Tom Koval: Your last truck comes in that early?

Clay Slaughter: Oh yes, our trucks are usually off the road around 4:30

Tom Koval: Okay, just for your neighbor's sake we'd like to have it as a matter of record, so 6:30 to 5:30 to be safe?

Clay Slaughter: That's fine

Marcel Nadeau: The application is 7 to 7.

Tom Koval: 7 is not reasonable, it's too late, 7 in the morning, is too late.

Clay Slaughter: I mean we have needs like every company.

Tom Koval: Sure, that's why I am saying 7 is not realistic, most jobs start at 7 so you have to get your truck going and out to the site and 7 at night, you know summertime you don't run late at all?

Clay Slaughter: We do but we're not a trucking company, so the trucks that are going to be coming and going are going to be foreman in F-350 or smaller. We're not trucking all hours of the night; we only have one dump truck and one tractor; we sub most of that work out.

Tom Koval: Oh okay, I must just see it all the time.

Clay Slaughter: It's trucking, its around.

Don Roberts: Okay at this time we will open the public hearing. Rich first of all we received the one written correspondence put that as part of the record please.

Richard Harris: Yes, and we distributed copies to the Board members from the neighbor across the street and to the applicant which they referenced in their comments.

Don Roberts: Okay thank you so the public hearing is open would anyone from the room wish to come up and speak? (No comments) once again would anyone in the room wish to come up and speak? (No comments) would anyone online wish to speak? (No comments) no, nobody there, anyone online wish to speak? (No comments) okay.

Richard Harris: There are people online they are choosing not to speak on this.

Don Roberts: Okay, alright we'll close the public hearing, I want to let you know we can't vote tonight because we've got to wait to hear back from the Saratoga County Planning Board, but we can have the Board discuss this as they wish.

Marcel Nadeau: So, the neighbors' concern is satisfied?

Tom Koval: Sounds like they've made an attempt to satisfy, we've kind of narrowed down the hours of operation they said they are going to be doing some more asphalt to kick down the dust, so I think that addresses, I don't know the neighbor is not here to voice their opinion now, but it sounds like it addresses that.

Don Roberts: And Joel you're all set with it right?

Tom Koval: You've just got to hear back from the County?

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Joel Bianchi: We've got very minor comments, but nothing that would hold them up so if you are going to act on it, it would be a conditional.

Don Roberts: We can't act on it anyway.

Joel Bianchi: Oh, that's true so we were sort of waiting until they came for the public hearing before we issued our comment letter.

Don Roberts: Okay but you have no major concerns.

Joel Bianchi: No.

Don Roberts: Okay thank you.

Charlie Lucia: I've got just a couple of quick questions, easy, your maintenance building are you going to have waste oil storage, or I mean you're working on equipment, and I grew up in a construction company so I'm just curious.

Clay Slaughter: We're not operating a full-time mechanics job, its mainly fixing blades and attachments and in the new building its strictly for the storage its dry, there is no activity going on we're just looking to just get our attachments out of the way and certain materials that get dangerous with the sun. That's all-inactive dry storage.

Charlie Lucia: Alright and the last one's pretty simple too. Location of existing materials or stock piling from the jobs and what not and mentioned before was you'll be doing processing of that, what's that mean, are you going to be chipping and grinding concrete out there?

Clay Slaughter: What we typically do is we screen topsoil so we bring in loads and we screen it and take it back to the job that's our active process we're not an active yard, so that will be once or twice a summer we will be doing that process. We try to do most of our chipping on site, to make sure we're not hauling chips twice but of course it does happen where we have a stockpile of stumps and trees at the site and we chip it and truck that out as well, and the concrete is the same thing we process that once a year, ****This portion of tape is inaudible****

Charlie Lucia: Alright, because I'm just saying one of the things is just noise and any dust you create with the residents not far away it's not close, but it is also there.

Clay Slaughter: Yea we've been working on the yard in general during the processes, Rich and Joel know we've looked at the yard limits and we add gravel to the yard it gets ground down and turns into dust so we've been placing millings and gravel to try and keep the yard as clean as possible for ourselves and of course there will be paving options so you know any modern thing will be on our own property ****This portion of tape is inaudible**** I don't believe we've ever had a complaint ****This portion of tape is inaudible****

Charlie Lucia: Yea, alright thank you.

Clay Slaughter: I have a question about the Saratoga County Approval

Don Roberts: Yes

Clay Slaughter: This is the first we've heard about that.

Richard Harris: Its required because of the proximity to Hudson River Road, section 239 in Municipal Law and we expect them to have it on their March Agenda they only have it once a month so the timing did not work out

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right to be on their February Meeting so we've got to wait for their March, that's the State, the Board cant act until we hear from the County because of the location, on a State road.

Don Roberts: So, we've just got to wait and once we hear back, we'll get back to you, alright.

Clay Slaughter: Thank you.

J. Dunn Office/Warehouse– Site Plan & Special Use

J. Dunn Storage– Site Plan & Special Use

PUBLIC HEARING HELD & APPROVED. Board held a combined Public Hearing and subsequently approved requests to construct an office building, warehouse and outside storage area at 518 Hudson River Road and the adjacent parcel.

New Business:

Home Depot Outdoor Seasonal Use, 4 Halfmoon Crossing Blvd. – Change of Use/Tenant (24.026)

Jason Gregory: Good evening I'm Jason Gregory, store manager for the Home Depot here in Halfmoon, just looking to re-up our seasonal storage for outside. It was going to be February 12th but now February 27th until September 31st for the year.

Don Roberts: Okay, questions by the Board?

Rich Berkowitz: Same as last year nothing has changed?

Jason Gregory: Nothing has changed.

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

Marcel Nadeau: I'll second

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

Jason Gregory: Thank you, have a good night.

Don Roberts: You too.

Home Depot Outdoor Seasonal Use – Change of Use/Tenant

APPROVED. Board approved the use of approx. 12,400 SF (50 parking spaces) in the parking lot east of the Garden Center, for seasonal outdoor display and storage through September 30, 2024.

Fairway Meadows & Hanks Hollow Road Connection, Timothys Way – Major Subdivision (24.014)

Jason Dell: Good evening, Jason Dell engineer with Lansing Engineering here on behalf of the applicant for the Fairway Meadows Hanks Hollow roadway connection. We are here this evening as mentioned in the pre-meet. We were back about a year ago. We presented this connection to the Board at the pre-meet, and we're back this evening to formally present it to the Board and request that it gets moved along to MJ for review. The Hanks Hollow subdivision is located west of Fairway Meadows subdivision. Hanks Hollow was approved with 110 lots and back in about 2013 Fairway Meadows Phase III was approved with about 62 lots and Fairway Meadows Phase III had a road that connected through called Timothy Way and as part of this project the applicant is no longer

going to make that connection along the deep ravine but rather make that connection between Fairway Meadows Phase III and Hanks Hollow to provide the secondary point of access to Fairway Meadows Phase III as well as provide a connection over to Hanks Hollow which will allow the residents of Fairway Meadows to access the County Trail link that we're constructing as part of Hanks Hollow. So, for the project Hanks Hollow would lose one lot. Fairway Meadows right now will lose about 3 or 4 lots as we get into further engineering and look at what to do with the current hammer head turnaround that's on Timothy Way now. We would look to possibly put a cul-de-sac there which would allow the applicant to recover a couple of those lots that could be lost. Water and sewer would continue to be supplied to both projects is similar to what's occurring now. We will have to use grinder pumps and water connection. Stormwater for the new connection would be managed in the second stormwater basin that was designed for Hanks Hollow, minor modifications to that basin, minor grading modifications will be required to accommodate the additional roadway. However we take the connection between the two projects, it is a good connection. I know when we first started out with Hanks Hollow the Board had asked us to look into connecting the two projects and at the time based upon the layout and what was going on with Fairway Meadows, we didn't think it was a good idea however moving forward the connection is feasible, there will be a large cut required however the applicant is prepared to do that. So, we're here to answer any questions that you may have in hopes that you will refer to MJ to start the engineering review.

Don Roberts: Thank you, Jason, you're right we will have to refer it to MJ for review and also the fire department for review and at some point, down the line we will have to have a public hearing, okay but any comments by the Board? (No comments) Okay we will get the referrals going and we'll get back to you.

Jason Dell: Thank you.

Don Roberts: Thank you.

Fairway Meadows & Hanks Hollow Road Connection– Major Subdivision

TABLED. Board received a presentation to subdivide portions of two adjacent residential subdivisions to create a new road connection between the developments and referred it to several agencies for review.

Goldstein Planned Development District, 1542 Rt 9 – PDD Recommendation (24.023)

Jason Dell: Jason Dell engineer with Lansing Engineering here on behalf of the applicant for the 1542 Route 9 mixed use development PDD. We were before the Town Board last month and the Town Board referred the project to the Planning Board for a recommendation, so we are here this evening to introduce the project to the Board and move the Board towards reviewing the project in hopes of a positive recommendation for the project. So, the project site is a 14.5-acre parcel located at 1542 Route 9 and the entire parcel is located within the C-1 Commercial district. The PDD proposes a mix of commercial and light industrial uses at the site and the PDD is proposed to allow for the LIC uses within the commercial district. So, it allowing not only the retail commercial component but also the availability for the storage space along with small office space to the rear of the project. So, we're looking at along route 9 there will be 2 single story commercial buildings with a drive through and a commercial retail component. The first building will be 2000 sq. ft. and the second building will be about 800 sq. ft. and in the rear of the project there will be 4 single story light industrial buildings behind those 2 front commercial buildings and there will be 2 -13,000 sq. ft. buildings, 1- 78,000 sq. ft. buildings and 1- 11,000 sq. ft. building. Now water is proposed to be extended into the site via a connection to the Towns water system and sanitary sewer system and sanitary sewer will be brought to the front of the site and route 9 in this are via a connection to the west of the project so we will be extending the sewer as part of the project. Stormwater will be managed in accordance with all requirements for the project as well. So for the public benefit you know we are proposing a connection to the sewer, no sewer is available in this area, I know the Board doesn't typically look at that as a public benefit for the

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project, however it does provide sewer finally to this area of Route 9 and we're also proposing a contribution to the Town based upon EDU's for the project and working with some assistance from Rich we were able to calculate and EDU of approximately 22.32 units and the applicant is offering a \$1000 per EDU, for a total of \$22,320.00 for the project. Also, here with me representing the applicant is Chuck Pfundi, I will turn it over to him.

Chuck Pfundi: So, as you folks are aware, and our Capital District Flex Space Market is an extremely desirable thing with a lot of growth in our area that goes as well for Southern Saratoga County. Right now, as Jason has stated we're looking at 2 spec commercial components that would have drive through components in the front of the project, the rest of the project would be that flex space market with office in the front end and warehousing in the back. Provides a lot of growth opportunities for companies that are looking to move out of their office components that are stand alone and combine logistics with warehousing components that were stand alone and digest that business model. Vacancy factors in our Capital District are very low with the Flex Space Industrial so I believe this project would be a great benefit to the community and a lot of the businesses that are looking to come here.

Jason Dell: A few weeks ago, we also met with both the owners of Hoff Jewelers to the north as well as the owners of The Edge, rock climbing wall in the back, neither of which had significant concerns, we were able to walk through what the project is proposing. Access, the gentleman who owns Hoff Jewelers asked us if we would be willing to take down a couple of dead trees for him, so we would do that. The Edge, one of their biggest concerns was with respect to signage, they currently have a sign you know that depicts them being in the back they asked us to incorporate their sign within our signage as well for the project so there would be one large sign-up front that would depict The Edge as well as our development. We've also already engaged with a traffic engineer to start the process; I know it was brought up at the pre-meet about significant traffic concerns. We also share that because we're going to need to work through that with DOT, so we had started that process with VHB they are going to be doing counts as well as putting a detailed analysis together for us as well as for the Board and the review process. So, with that we're here to answer any questions that you have in hopes that it gets referred to MJ to begin the conceptual review for this.

Don Roberts: Okay thank you Jason and Chuck. Right now, the road leading back to The Edge as you're going in on the right-hand side, the north side there is a house there what happens to that house?

Jason Dell: That will be raised.

Tom Koval: Question, where is the current location of the sewer? How far up 9 is it or down?

Jason Dell: It's not actually up route 9 it runs down the creek channel up along the western side, it's on the other side of the edge back a few hundred feet into the woods it runs down through the creek channel and to the Grooms Road pump station.

Tom Koval: Okay, so what other properties are benefitting from this sewer line?

Jason Dell: What the sewer district will have us do is put a manhole up front here so there's a bunch of facilities along Route 9 here that I've talked to over the years about how they would get sewer so there would be a public main extended to here through the project and in discussion with The Edge it actually run and The Edge's connection would tap into ours and it would all be dedicated to the sewer district.

Tom Koval: Alright, I see The Edge how that would tie in, so it would be GT Toyz across the street.

Chuck Pfundi: Hoff Jewelers

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Tom Koval: Hoff Jewelers

Lyn Murphy: But they'd all have to run a separate line.

Tom Koval: They'd all have to run their own laterals.

Jason Dell: But it would afford a connection point.

Tom Koval: Okay, so it's not a huge amount of properties that are going to benefit from the sewer line, a couple a handful, less than a handful.

Chuck Pfundi: A handful

Rich Berkowitz: Jason how close is this to the Walmart entrance?

Jason Dell: About 1,400 feet the Walmart entrance is to the North up here.

Rich Berkowitz: What's the entrance is that Realty USA

Jason Dell: That's correct.

Rich Berkowitz: And is that Howard Hannah now?

Jason Dell: I don't know exactly.

Tom Koval: It's between Howard Hannah and GT Toyz

Rich Berkowitz: Okay

Jason Dell: Next time we are here I will bring up a blow-up aerial.

Rich Berkowitz: So, you've got a lot of traffic in that area, because you've got Walmart and a bunch of other businesses, and how many tractor trailers are going to be coming in and out of there, and what time of the day?

Chuck Pfundi: That's going to be the part that we're going to look at with the traffic studies. So, baseline data collections happening right now. What we're proposing on doing with the traffic study and Jason and VHB and we'll talk to Joel about this, is on speculative projects we don't know who our tenants are going to be right so if there is going to be avenues to look at with what would stem mitigation and their specific triggers on volumes based on what kind of tenants that we acquire, we're looking at a good wholesome design within the traffic study that way. When a tenant is acquired, and we bring it in front of the Board those triggers are present within that traffic study so we can relate back to it. Right now, are expecting everything to be under that light industrial component and not that high cube storage. So, we're trying to take that market forecast and create a traffic study that we can relate back to on a tenant-by-tenant basis, but at least we'll have maximum mitigation criteria in there for the Boards analysis as the tenants become available on a spec fashion.

Rich Berkowitz: As you project this all for your tenants is it going to be, because I'm looking at a map right now, is it going to be more like Corporate Drive tenants?

Chuck Pfundi: It can be a mix so that's what benefits flex space on a spec level is it provides flexibility. It could be folks that have more of an office component than a warehouse, but it could also be folks that have very little office component and more warehouse I don't know the answer to that question.

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Rich Berkowitz: And how much space is there between the residents on the south and also part of Deer Run Hollow to the West? There is a residence there that is not on the map Deer Run Hollow is to the south.

Jason Dell: You have the mobile home park to the south?

Rich Berkowitz: Right then if you up past the edge it's a lot of woods but you also have Deer Run Hollow right there.

Jason Dell: Yea I don't have the exact number but it's probably in excess of five, six hundred feet back.

Rich Berkowitz: Are you going to keep the trees back there?

Chuck Pfundi: Yes Sir. Yea and I think if anything we're closer to Frito Lay than we are to that community. It's pretty equal, pretty equal.

Jason Dell: Deer Run runs right up to the other side of the creek.

Chuck Pfundi: Okay, yea but we are maintaining all the tree coverage on that side of the property.

Rich Berkowitz: Because they'll be here for the public hearing.

Tom Koval: You're also proposing a building out front with a drive through should I assume fast food type of place.

Chuck Pfundi: There is a possibility of fast food being.

Tom Koval: So, add that traffic.

Chuck Pfundi: That's why doing a traffic study on speculative projects with mitigation triggers I think is the most appropriate for us to be able to be transparent along the way as tenants become available and it gives us all a document that relates to what tenants require what type of mitigation, that way it helps us out as well on the tenant acquisition if a tenant comes to us and says we have this much volume of this, this and this whether it's the semi trucks of you know pedestrian vehicles. We can relate a conversation with them. What that entails to the project and if mitigation would be required or not.

Rich Berkowitz: Well what kind of mitigation do you foresee? And worse case scenario.

Chuck Pfundi: Right now, we're going to be looking at that with VHB as it relates to what DOT sees and deems mitigation within the stage II approval of the concept or sketch plan.

Don Roberts: Looking at right now it looks like it may be difficult for tractor trailers to get around in there for one thing.

Jason Dell: But as we move forward, we will provide a truck turning template diagram like we typically do. We did look at this, or exactly that when we laid this out all of the trucks will make all of the maneuvers.

Don Roberts: Okay, and secondly, we're going to want some good screening between your property and the trailer park.

Jason Dell: Understood

Rich Berkowitz: Also, if you could look at the public benefit, in my opinion its low, lite.

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Tom Koval: Mine as well.

Chuck Lucia: Just a quick question and I realize it's conceptual at this point but just your conceptual drawing here shows 13, looks like tractor trailers and it looks like 13 van body trucks, so here comes the question right, are the van bodies there for conceptual drawing or could that actually be 26 tractor and trailers in there?

Chuck Pfundi: So, one of the main things we wanted to do before this meeting was meet with local brokers. So, we had met with CBRE and looked at okay what has been the acquisition of different tenants in this southern Saratoga County area. We've ruled out a percentage of 78,000 sq. ft. going to a giant high cube storage vendor. We don't see a massive need for distribution in this area, so I do not believe although it's illustrated that way for the truck turning radiuses and the spec design right now, I do not see a 25 + doc door outlook.

Marcel Nadeau: So, we wouldn't be looking for a Fed Ex sub station or anything like that?

Chuck Pfundi: Not at this time no

Marcel Nadeau: Or Amazon?

Don Roberts: Okay anyone else? Okay we will refer it to MJ Engineering, and the fire district and get back to you alright.

Jason Dell: Thank you.

Don Roberts: Okay thank you.

Goldstein Planned Development District– PDD Recommendation

TABLED. Board received a presentation requesting the creation of a mixed retail/commercial/light industrial.

Planned Development District and referred it to several agencies for review.

Old Business:

Dawson Senior Center PDD, 200 Pruyn Hill Rd – Major Subdivision & Site Plan (23.093 & 23.125)

Jason Dell: Jason Dell Engineer with Lansing Engineering, here on behalf of the applicant for the Dawson Senior Center PDD. The Planning Board issued a preliminary approval at the end of last year and since then we've gotten a signoff letter and we've addressed all of MJ Engineering's technical comments. We have received the Saratoga County Sewer District reserve capacity/approval letter. We have the New York State DEC signoff now on the sanitary sewer. You have New York State DOH approval for the reality subdivision and the water extension. We did meet with the Fire Chief. It's all set with the plan and we also got a SHIPO signoff so we're here this evening to request a final approval for the project.

Don Roberts: Comments by the Board?

Tom Koval: Jason, I walked by the project. Well, I went down Pruyn Hill today and I saw staked out, is that the one entrance that's all staked out?

Jason Dell: When we did the site walk over here, we had it all staked out.

Tom Koval: I'm talking about Pruyn Hill.

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Jason Dell: On Pruy Hill, yup.

Bruce Tanski: You had them take.

Jason Dell: Yes, Bruce

Tom Koval: I didn't see, I didn't go down Farm to Market. I was just passing by, so I don't know what, I didn't get a chance to look at that to see where it came out. Ya know, I know we talked that you changed it away from that house that was up on

Rich Berkowicz: I'll make a motion to

Don Roberts: Hold.... excuse me. Joe, you're all set, no problems?

Joel Bianchi: Yeah. We were done with our review before they went out to the State agencies so we're good.

Don Roberts: So, you're fine. Ok, sorry Rich.

Rich Berkowicz: SEQR's already been established?

Joe Dannible: SEQR's been completed when they did the PDD.

Rick Berkowicz: Ok, I'll make a motion to have a final subdivision approval a major subdivision site plan approval.

Marcel Nadeau: I'll second.

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

Jason Dell: Thank you.

Dawson Senior Center PDD– Major Subdivision & Site Plan

APPROVED. Board granted final subdivision and site plan approval for a proposed 36-lot subdivision (34 townhome lots; 1 senior living building lot; 1 stormwater area lot) located at 200 Pruy Hill Road.

Tanski Tabor Road Flex Space and Self Storage, 100 Tabor Rd (260.-1-82.2) – Site Plan (23.092)

Jason Dell: Jason Dell, Engineer with Lansing Engineering, here on behalf of the applicant for the Tabor Road Flex Space and Self-Storage. We're here to update the Board on the plans as well, to advance the project in how the Board sees fit. The project is on the south side of Tabor Road, 1,500' east of the intersection of Tabor and Ushers. The parcel encompasses about 31.5 acres and is zoned as part of the LIC, Light Industrial Zoning. So, the applicant is proposing 14- 6,000 sq. ft. Flex Space Self Storage buildings. This facility will be similar to what the applicant currently operates over on Farm to Market Road right now and south of the development in the area. This side there will be a wood storage/wood processing area that'll be behind the self storage facility. There will be one access point coming in off of Tabor Road and water will be provide into the project by connection to the municipal water system. Sanitary sewer will be provided by a connection to the Saratoga County system and stormwater will be managed in accordance with all requirements. So, since the last meeting, we have gone through two rounds of technical review with MJ Engineering. To date, we have addressed all of their technical comments. We are awaiting a couple things still SHPPO signoff where we've waiting on and as part of the comments from MJ, we are requesting a waiver from the Town's parking

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requirements for this facility and that's based upon the applicant's other facility and the lack of need for parking. So, per code we are required to have about 84 stalls, and we are proposing 28 stalls, so it is a rather large waiver, however, there is precedent for the applicant indicated that he just flat out doesn't need it. So, at the last meeting we also discussed traffic quite a bit and we did go out and do our own counts at Bruce's existing facility just to get an idea of the traffic that's generated currently, and we did the counts back in August. So, on August 22 and August 24, between the two days combined we had 22 in and 19 out during the peak hour. So, on August 22 in the morning peak hour and that's between 7:00 a.m. and 9:00 a.m., we looked so actually peaked two hours. We had 14 in and 12 out and during the p.m. we had 8 in and 8 out and on August 24 we had 8 in and 8 out in the morning and in the p.m., we had 14 in and 12 out. So, these facilities are a very low traffic generator. To the point about the larger trucks that was discussed during the pre-meet, we didn't design this facility to accommodate large trucks at all. We decided in order to accommodate the largest fire truck that would be able to go in there as well as the largest truck the wood processing would need which is less than 50'. So as part of the controls as to what goes in and out of there, we just flat out didn't design it for WB 67's and large highway haulers. I know when we did the project across the way from 113 Tabor that was limited to the WB 40 or 50' trucks for that project so I was part of that as well. But, to your point about doing a separate traffic study or including this in a traffic study, if you look at the similar facilities that the applicant operates, there really, really is not a significant traffic generator at all. So, we're here tonight to answer any questions that you may have in hopes of advancing the project as the Board sees fit.

Don Roberts: Ok. Comments by the Board?

Tom Koval: I'm pretty sure I voiced my opposition, for a lack of a better term to the wood processing facility behind this at the first meeting and subsequent times. The other thing that I believe it was this project. When I saw this map, I asked to see a larger view of the surrounding properties represented surrounding homes and I still don't see it unless I'm mistaken, and it was a different project. I'm fairly sure I asked to see that. I would want to see that before I can say anything.

Rich Harris: I could pop it up on google maps if you want to right now.

Tom Koval: Well, they're going to be back. But the wood processing I know there's homes around there and the noise from a wood processing facility is significant. There's chainsaws there's splitters. Friends of mine own a wood processor. I know the noise that it produces.

Bruce Tanski: Bruce Tanski, Clifton Park. The gentleman that was gonna do this work has sold his wood processing machine, so this is just gonna be storage of wood and selling of fireplace wood. That's it. No wood processing.

Tom Koval: Who's cutting the fireplace wood?

Bruce Tanski: Pardon Me.

Tom Koval: Who's cutting the wood to fit in a fireplace?

Bruce Tanski: These guys, these guys are cutting the wood.

Tom Koval: So, it'd be getting done on the site?

Bruce Tanski: Correct.

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Tom Koval: So, it's wood processing?

Bruce Tanski: Well, it's not, they have a machine where they were cutting planks and stuff like that.

Tom Koval: Yeah. I'm not talking about a sawmill; I'm talking about processing logs into firewood size. It's wood processing.

Bruce Tanski: Ok.

Tom Koval: It's still gonna be a wood processing facility.

Bruce Tanski: Ok.

Tom Koval: And I'm still against it.

Bruce Tanski: Ok.

Tom Koval: That's my opinion.

Bruce Tanski: Ok.

Tom Koval: So, you know where I'm coming from when you come back. I have no problem with the rest of it. I know your other facility. I know it doesn't produce a lot of traffic and you've been good about outside storage. We'll probably look for the same type of thing here.

Bruce Tanski: It's gonna be exactly the same type of thing. We don't allow any outside storage or trailers. We've had some stuff towed from the site and I think we've been a pretty good steward of this property.

Tom Koval: I agree with you, you have been with the other property. This one, my big hangup is the wood processing.

Bruce Tanski: So, let me ask you this, would something like this be acceptable where we could cut wood on one or two days a week during the day and not the rest of the week?

Tom Koval: I'm not sure if the surrounding distances to residences for the noise.

Bruce Tanski: Well, we have the lady across the street who sold us the property, doesn't have a problem with it and the lady to the Rich, I don't know what direction it is.

Rich Harris: So, just to the east I believe she's online in a new home just built to the east near your property line.

Tom Koval: There's like three new homes built pretty close to that same section.

Rich Harris: It's residential as you head east from this property line. I know there are representatives from Northern Sites here, that's across the street on the eastern side.

Tom Koval: So, the wood processing portion of that is closest to those three new homes on the east, because that's on the east.

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Rich Harris: Yup, new home here and then a family members own two newer houses.

Tom Koval: Right. So, they're the ones that are going to be getting affected by this.

Rich Harris: So, you're definitely the closest.

Bruce Tanski: Just so you know, there's a 30' elevation difference too. So, it's not like it's gonna be, the sound's gonna just go right directly towards their houses, but we're gonna be 30' lower.

Jason Dell: And I believe they had to get a use variance to put their house in, correct?

Rich Harris: The house closest to, yes, a use variance for residential light industrial.

Marcel Nadeau: Just to go back a little. So, Bruce, they will be cutting that wood with chainsaws?

Bruce Tanski: Yes.

Marcel Nadeau: And more likely, more than one?

Bruce Tanski: Pardon me.

Marcel Nadeau: More likely, more than one chainsaw?

Bruce Tanski: No. One guy's doing it now, that's all.

Marcel Nadeau: One guy's doing the job. Ok.

Tom Koval: I just don't think it's the best location for that. That's my opinion. The rest of it, like I said, I have no issue with it. I do want to set a Public Hearing for this.

Don Roberts: Yea, not yet though, not yet, so that's my next question Joel, Joel, we had traffic concerns with the 113 Tabor Road on that one. Would MJ want to do a traffic study on that one?

Joel Bianchi: When we reviewed it, we did ask for at a minimum, MJ did provide a comparable traffic generator based on knowing that Bruce owns another, almost identical facility and they did that. So, at face value it doesn't suggest that this would be a traffic generator. The Board has been consistent with developing in this area regardless of size that you've asked for a traffic study, and I think considering what MJ properties is doing across the street and their continually expand it, I don't think there's any harm to include this in some sort of group traffic study.

Tom Koval: I agree, we've had a lot of neighborhood concern on this road from everything going and I think that do our due diligence and say we've done our due diligence, we should move forward with the traffic study as well.

Marcel Nadeau: Bruce, on that public hearing, I'm sure you're aware that most likely those neighbors are gonna complain about the noise.

Bruce Tanski: I'm sorry, say that again.

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Marcel Nadeau: I'm saying on that public hearing we're gonna have, you're aware that I'm sure the neighbors will have a complaint about the noise being, ya know, being made on this site.

Joel Bianchi: Don, just one other question.

Don Roberts: Yes Joel.

Joel Bianchi: The prior narrative that Jay submitted about the wood processing, that was being processed and shipped off site for sale. Tonight, you're saying it's not gonna be processed but you're gonna sell it on site.

Bruce Tanski: Correct.

Joel Bianchi: But it's gonna be processed but now you're offering it for sale on this site.

Bruce Tanski: No, what they do is, they don't sell it on site, they take the wood via truck.

Joel Bianchi: Someplace else.

Bruce Tanski: Right.

Joel Bianchi: I thought you made representation.

Bruce Tanski: It's not done there.

Joel Bianchi: Ok.

Rich Harris: Can I just, so we're clear, fallen trees will be brought to the site.

Bruce Tanski: Correct.

Rich Harris: Cut up into firewood size and then delivered, leave the site for sale somewhere else?

Bruce Tanski: Well, that's not entirely true because the logs are stored there and then they go up to the papermills and stuff like that. The cutting of firewood is just a small ancillary part of that. It's not a full-time operation.

Rich Harris: So, not every log brought there will become firewood?

Bruce Tanski: Correct, correct the main purpose is the good trees go to the different sawmills, especially up north. That's the main purpose of this.

Joel Bianchi: So, no one from the public is gonna show up to this site and buy firewood?

Bruce Tanski: Correct.

Tom Koval: Do you have an operator already in mind for this logging facility?

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Bruce Tanski: His name is.

Tom Koval: I don't need to know his name, but my point is maybe it'd be best for him to come to one of the meetings and explain.

Bruce Tanski: I tried to get him to come tonight but he had to babysit.

Tom Koval: Just so we would have first-hand information.

Bruce Tanski: Right. It's Fred

Tom Koval: Freddy English?

Bruce Tanski: Right., Freddy English and he said we're just gonna bring the logs here, store them until I find out where I'm gonna take them.

Rich Harris: Cut some of it into firewood?

Bruce Tanski: Whatever they can't take, they'll cut into firewood. If we need to designate that, if that would help Tom or if we could do it.

Tom Koval: It's not me that gonna listen to it, it's the neighbors.

Bruce Tanski: Pardon me.

Tom Koval: It's not me that's gonna listen to it.

Bruce Tanski: I understand that, but

Tom Koval: So, I want them to know what's going on.

Bruce Tanski: Right, but my, if I can say this right, what I would like to do is maybe designate a day or two when we can use it. Because this is not the main issue, what we're trying to do. It's storage and relocation of the wood that's cut. Sometimes he cuts 3', 4' wide logs and it's valuable. Especially if it's oak or walnut or something like that. Then he takes it to the different mills.

Tom Koval: So that would be helpful if he could come and explain that so we could set conditions and that would also appease the neighbors that you know are gonna come out about this.

Bruce Tanski: I'll make sure he's here.

Don Roberts: And Joel, you'll take care of the traffic? Thank you.

Don Roberts: Ok.

Rich Harris: Yeah. I just wanted to mention, we did discuss at the pre-meet. I know some of the residents are here and the question had been brought up. Will the Board be looking at the site and considering similar restrictions and

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conditions as was approved for 113 Tabor, which in that case the Board approved the site plan and stated that when the tenants come in for approval, which they have not yet for that site, the Board will be asking for details on what size trucks will be going into and out of the site and then determining if they are, I believe it was 50', if they are larger than 50', it would trigger some road improvements to Tabor Road. At pre meet the Board discussed that they would want that type of condition and that type of issue analyzed for this site and any site in that area, so I know that something. Just so you guys know, the Board did discuss at the pre meet looking at this similarly as they did when a traffic study was done for across the street, but

Tom Koval: Yes. We would certainly need that. We can't ask one, one group to do it and not the other group. It's, it's got to be uniform.

Rich Harris: Right. So, we're gonna have, I just wanted to be clear, somebody knows here, MJ Engineering, which has nothing to do with MJ properties that owns the property across the street. It has created some confusion. But MJ's the Town's Engineer nothing to do with MJ properties. They are going to look at the information already provided and further details in light of concerns brought up tonight relative to traffic and relative what was reviewed before the 113 Tabor. I just want to be clear on that.

Don Roberts: Thank you.

Lyn Murphy: When you're looking at the traffic, just as Chuck had said at the prior presentation, because this is all spec work there needs to be a list of perimeters as to when you hit, ya know, certain needs, please. I'm sure that's what the Board wants, thresholds thank you.

Don Roberts: Okay, anybody else? Ok. So, we'll get back to you on this, alright?

Jason Dell: Thank you.

Bruce Tanski: Thank you.

Don Roberts: Anyone else got anything?

Rich Harris: Just to clarify, the Board is expecting to set a Public Hearing date after you get the traffic information back so that you can talk about it and then see the public hearing at a future meeting.

Tanski Tabor Road Flex Space and Self Storage – Site Plan

TABLED. Board received an update on a proposed 84,000 SF warehouse/flex-space and outdoor wood processing development and referred it to the Town Engineer for further review of potential traffic impacts.

Don Roberts: Yes. Oh yeah. Right, yes okay anyone else?

Joe Landy: I want to make a motion to adjourn.

Don Roberts: Okay, thank you Joe.

Charlie Lucia: I'll second.

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Don Roberts: Okay thanks Charlie, got a motion to second to adjourn, **all** in favor Aye? (All were in favor) Opposed? (None were opposed) Motion carried, thank you goodnight.