

# **Town of Halfmoon Planning Board Minutes**

## **October 14, 2025**

**Those present at the October 14, 2025, Planning Board meeting were:**

**Planning Board Members:**

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

**Planning Board Alternates:**

Alison Pingelski  
Joe Landy

**Coordinator- Building, Planning and Development:**

Richard Harris

**Planner/Stormwater Management Technician**

Ted Chesnes

**Town Attorney:**

Lyn Murphy

**Deputy Town Attorney:**

Cathy Drobny

**Town Board Liaison(s):**

John Wasielewski  
Eric Catricala

**Town Engineers:**

Joel Bianchi

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***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

**Laurie Barton:** Second

**Don Roberts:** All in favor Aye? (all were in favor) Opposed? (none were opposed) Motion carried. Tom Koval recuses himself.

**Public Hearing:**

**Scannell Properties Warehouse Distribution Facility, Liebich Lane – Site Plan & Minor Subdivision (25.073 & 25.074)**

**Don Roberts:** Laurie is going to recuse herself, Alison is going to fill in.

**Jason Dell:** Good evening, Jason Dell engineer with Lansing Engineering here on behalf of the applicant for the Liebich Lane site plan. We're here this evening for the public hearing the subdivision portion of the project and to advance the project, however this Board sees fit. So, the project area. Project site is located along Liebich Lane in the Rolling Hills Estates PDD, and distribution warehouse is an allowable use within the PDD. So, this project proposes the construction of about a 125,700 square foot distribution warehouse for Coke, so to accommodate the project a subdivision of the overall parcel is proposed. It will be a three-lot subdivision. There will be the lot that the site is going to be developed on is about 14 ½ acres. The right of way that will be set aside for the Town road is about 1.9 acres, and the remainder of the parcel is a 70-acre parcel. So, the proposed development will be served by, like I said, a publicly dedicated road that will provide access to both lots one and two for the project. Employee and visitor parking is provided in front of the project as well as along the side with the rear being utilized for loading docks and trailer operations. Water will be provided by the Town of Halfmoon Water Department, and sewer service will be provided by the Saratoga County Sewer District. Stormwater will be managed onsite in accordance with all requirements. So, since the last meeting, last time we were before this Board we went through another round of review with MJ. We have addressed all of their comments to date. We also increased the plantings along the northern side of the property. I met out on the site with Rich and Ted, and we looked at the site, and we looked at the condition of the current buffer to the east, northeast, north and to the west and what I indicated to Rich at that meeting was this was the area of buffer that is required to be revegetated. The rest of the buffer heading towards the east has been re-established or is re-establishing nicely I should say. We provided some pictures showing that. Over on the western side we do have a berm that will have trees on top of it as well. We did beef up the buffering with additional trees for the plan. We also updated the traffic evaluation that was submitted to the Town and MJ and DOT for review. We did get a response back from the DEC that I forwarded along to Rich and Joel, excuse me DOT and DOT agreed that a traffic signal is not warranted at Liebich Lane and Route 9. So, the Town does have that correspondence. We also performed and provided a noise study for the project as requested by the Board and Tom Baird PE. He's here tonight and can provide a short presentation on that noise analysis if the Board would like to hear that.

**Don Roberts:** I think we should, yes.

**Tom Baird:** Members of the Board thank you very much, my name is Tom Baird as Jason said. We can move to; there's a slide that's part of the slide deck. Move down to that one and we can start off there, and you can pull that up a little bit. A little bit of background, I'm a professional engineer, I've been doing noise studies for about 33 years on all kinds of projects. Noise walls along the throughway to Taconic State Parkway to site designs like this and everything from a dog kennel to a wastewater

treatment plant as well. So, I do have a lot of experience with this. This site is unique in that that berm really provides a great buffer and sound barrier for the types of sounds that would be emanating from a facility like this. Some of the major noise sources we looked at are the HVAC units on the roof, they're in the figure here they're kind of in a beige or tannish color. We also looked at the circulating truck traffic, on the site and on the driveway heading up into the site. We also looked at back up alarms and back up alarms as they go back towards Tabor Road and back towards the building as well. I worked out some worse case scenarios with those back up alarms. Back up alarms are required by OSHA by New York State DOT, DMV and you could name almost every agency out there. They're required to be there. With the over the road trucks there's a 97 decibel back up alarm. The way we analyze this is we look at the actual frequencies of sound that's in the back up alarms. It's anywhere from 1,100 to 1,300, 1,200 hertz. Human hearing starts at about 20 to 40 hertz. And it goes up to about 15,000. A lot of people in this room, including me, can maybe only hear 12,000 of that, a young child may hear 20,000 hertz but aside from that it's a very narrow-branded frequency so barriers, earthen or heavily dense wood or concrete are very effective against back up alarms because they have that narrow frequency. It's not as if you were standing a few hundred feet from the Northway, you can't block that sound it just, it encompasses everything. So, with a narrow band like a back up alarm you can really focus your mitigation on that to really cut those noise levels down. So the next slide really quickly shows a typical analysis for a back up alarm and it's, I'm not going to get through explaining everything unless you have questions I'm more than happy to go over everything on this sheet but in a nut shell here it's basically the noise barrier is shown on the left the noise source is on the left as well and then the receivers. So, for the receiver's, the receiver would be a sensitive location. What I typically do with these is I look at a second story window in the home where if you had that window open and you were sleeping or resting or how that would bother you. The sounds would be lower on the first level but worst case the best direct line of site would be a second story window. Without residential three-story buildings here, we only looked at the second story window. So, because it had such a very narrow density frequency range we look at something called sound power and it's not really the same as decibel's is the energy that's emitted and through these calculations, its turned into decibels. So that's what that's showing right there, I just wanted to let you know that was done for each of the residents that were there and various locations in the backloading dock area. The assumption was made that 5 vehicles would be backing up at the same time with about 15 every hour or so, but five at the same time so I combined all of those levels to make one slightly louder level than one and work that, compared that to the nighttime levels. I was out there between 11:45 pm and 3:30 in the morning taking measurements. We did each measurement for an hour each. With that full hour sometimes when you're measuring traffic noise along a highway you can measure for 20 minutes, 15 minutes and get what's called the equivalent noise hour. So, in NYS DEC has their, they rate their impacts in what's called an equivalent noise hour, and if we go to the next slide, it's kind of the summary of the results that were out there. So, in that equivalent hour it's not the highest level that's there it's not the lowest level that's there it's a summary of the energy through that hour which is called the equivalent noise hour measured in DBA. Decibels and DBA are different. The A stands for the A weighted scale which adjusts the noise levels that are measured to the most sensitive parts of human hearing. So, a high-pitched noise, annoys everybody. They provide extra emphasis to the higher frequencies, in fact raise the level and the rating and raise the score of what's on the score of the higher frequencies because it's more annoying to people. So, this is how environmental noise is measured and since the Town doesn't have a specific

noise code related to that NYS DEC noise policy is generally what is governed and that's pretty much industry wide, Statewide for that. Also measured the ambient noise level and the LEQ that's the ambient LEQ so that's the nighttime level. The L-90 is another measurement that we take and what that means is that 90 % of the time the sounds are louder than this particular number so out on these measurement locations we had levels of 50, 50, 48 and those are decibel levels, and they were very consistent. The LEQ over the average hour was somewhere in the 55, 56 range, 54 and with that was the background noise from Route 9 and the Northway and insects, crickets chirping things like that. That really kind of drove the sound environment that night over the one hour, or what I can say is the lower levels 90 % of the time are in the 48, 51 decibel range. So, with that I took the noise levels from truck traffic, noise levels from the hvac units running full tilt and the back-up alarms and combined them to get to determine that an increase over those ambient levels would only be about one decibel. Let's say 0 to 2 if you want to put a range to it. Now to kind of put that into context even the best of instruments can only have a plus or minus in their readings and in a laboratory where laboratory instruments two decibel difference is where lab instruments can just start to tell the difference between the sound. For example, if I'm talking to you at sixty decibels and then I talk to you at sixty-two you can't tell the difference. Lab instruments can just barely tell the difference. So, what we're saying is that over the existing levels that are out there now there won't be any noticeable increase in sound levels. And this is due in a big part to the berm that's there, and the high-density wall that the applicants going to put up to shield and block that sound from reaching those residents. Also accounted for the generator, the generator could run in emergency situation. The exercising of a generator would be during the typical day hours, when it's not as obtrusive to have it run, but the closest residence is 700 feet from the generator, and that goes into the low 40's by the time it reaches, that's not accounting for the berm and the vegetation being installed between that residence and the generator. We did not include that just as a conservative measure so it should be even quieter. Any questions on any of that?

**Tom Koval:** I have a couple of questions about it. The berm exists on some of the residences; there's residences that are to the northwest of this where no berm exists. I realize there is a gravel pit between that, but this project is still gonna directly affect those residences with no berm and no vegetation. My concerns are those residences, my concerns all the residences you've put numbers on the three adjoining residences that sound great or sound acceptable, nothing's great but you still haven't addressed the downstream. So did you look at the further distance away.

**Richard Harris:** I think you're talking about these here.

**Tom Koval:** Correct, where the berm ends, there's no berm, it's all actually downhill from there.

**Tom Baird:** Correct, I can answer that one okay working with Jason and Lansing they've developed a grading plan and there will be earth moved to create berms there to build the earth up as high as possible because of the wetland that's there and the 100 foot buffer required we're limited to the amount of earth that can be placed there so we're going to put a noise wall in that area that connects into the existing berm that's the line in red up there.

**Tom Koval:** Yea, I see it.

**Tom Baird:** Okay so the berm ends, so what we do is work off elevations. I have the elevation of where the loading dock is and I have the elevation of the berm somewhere up here it is labeled I just

can't read it 358, 345 somewhere in that range and 324 is the magic number through there that cuts off the line of site from the loading area. So, we'll build a berm up as high as possible with the limitations of slope stability and the wetlands and then put the fence on top of it.

**Tom Koval:** What's that noise level going to consist of?

**Tom Baird:** Right now, its overlapping 2x6 boards, they have to have a density

**Tom Koval:** Do you happen to know the height on that?

**Tom Baird:** 8 feet. So, when you do that, some people say well you can't put a stockade fence up so if anybody's thinking you can put a stockade fence up that's not what this is. In order to be effective to deflect the soundwaves is you need to have 4.5 lbs. per square foot of density. If you get a 2x6 and you cut and you get 4 ½ square feet it doesn't do it. You need to overlap it, so it has and also when the wood shrinks you don't get gaps in it too so that's part of it. So, in order to get that density per square foot to resist the reverberations of the waves going through the fence it really does do that. That's the density you have to have. Also, the bottom of the fence will be closed off so nothing can get underneath. That's an important part. I'm using pressure-treated wood for that and probably some type of treatment on the bottom we'll talk about details with that. It will help preserve that for a long time. Then the vegetation will grow in front of it and help buffer that from the elements as well. So that's that area here we just could not get enough elevation here.

**Tom Koval:** So, the generators down towards the front of that but the fence doesn't go all the way down? You're saying the sound is not going to make it past that?

**Tom Baird:** The distance is 710 feet to the nearest residence

**Tom Koval:** And the generator is going to run during the day; I got that unless it's an emergency.

**Tom Baird:** And there's another berm here, right here

**Jason Dell:** Rich if you go to the site plan you can see the berm that Tom's referencing.

**Tom Koval:** That's getting added, because it's not there right now, is it?

**Tom Baird:** No

**Tom Koval:** I was going to say.

**Jason Dell:** You can see the grading

**Tom Koval:** You probably heard me in the pre-meeting we'll get to that afterwards, but I really need to put eyes on this with you guys or somebody that can show me exactly where everything is going to be because I have a hard time visualizing this lot with the line spreading out I just couldn't visualize where everything was going.

**Tom Baird:** Understood.

**Jason Dell:** You can see here how we're grading up

**Tom Koval:** Yea I see the grade

**Jason Dell:** And we're about 8' to 10' feet higher there.

**Tom Koval:** Okay

**Jason Dell:** That's three on one slope and then it will be tree'd on the top of it coming down to our stormwater area here and then back up to the parking area.

**Tom Koval:** Stormwater was another concern I had so we'll address that, but I think a site visit is something that would really ease my mind if it's being done in the way I personally think it should be done you know.

**Don Roberts:** As everyone knows we are having a public hearing here tonight okay, but I don't anticipate us taking action tonight because we are going to hear comments and we are probably going to do a site visit. Other Board members have expressed concern so we're probably not going to take action tonight, but we will hear all of the comments, and we will probably set up a site visit.

**Tom Baird:** Okay, yea the generator is spec'd out at its got what's called a level 1 sound attenuation, that's a sound

**Tom Koval:** That KW?

**Tom Baird:** Oh, let's see, you guys know that one I've just got the sound, the noise levels

**Tom Koval:** 500 KW so it's a really large unit.

**Tom Baird:** So, we've got 73 decibels at 22 feet

**Tom Koval:** 73

**Tom Baird:** At 22 feet and when you take that out over distance over the soft ground not including the berm, we end up with 43 decibels at 700 feet. Which will be much lower because of the berm. The berm has been added since I did the analysis for the generator so we're looking at even less than that, so, anything else?

**Tom Koval:** No, we're done

**Tom Baird:** Thank you.

**Don Roberts:** Okay at this time we will open the public hearing, if anyone from the public wishes to speak come on up and say your name, address and any comment you may have. We did receive written correspondence which will be entered as part of the record.

**Laurie Barton:** Good evening, Laurie Barton 70 Tabor Road, Mechanicville. I want to express my strong opposition to the Scannell Properties warehouse distribution facility. A 125,000 square foot warehouse directly behind residential homes in our community. This development poses serious and lasting impacts on the quality of life, health and safety of the residents who live here. Impacts that cannot be adequately mitigated once construction is approved. This proposal poses serious traffic and safety issues. Liebich Lane already handles heavy truck traffic from the existing Sysco and UPS facilities in addition to the regular passenger vehicles traffic. Liebich connects to Rolling Hills, come up to Tabor and go on to Cary Road. There are lots of housing developments in the area, adding another

distribution center will significantly increase congestion, especially with tractor trailers entering and exiting throughout the day and night. The plan includes a 195 parking spaces for autos, trailers and vans. Meaning not just tractor trailers but also employee and service vehicles daily. This corridor simply was not designed for this level of industrial intensity and accumulative impact on safety, road conditions and neighborhood quality will be substantial. Industrial operations are inherently noisy, and the proposed hours 24 hours a day Monday through Friday, and from 4 am to 6 pm Saturday and Sunday through peak season. That means residents will have no relief from industrial noise. The constant sound of idling and backing tractor trailers. Roof mounted HVAC systems and early morning and late-night operations will carry directly into back yards, bedrooms and living spaces. These sounds won't be occasional, they will be daily, persistent and disruptive. Back up alarms alone are piercing and projected to be at peak I believe he said 15 vehicles per hour with a duration of 45 to 60 seconds or a maximum of 20 minutes an hour with potentially 5 backing vehicles operating at the same time. Even if decibel levels meet standards the character of the sound constant beeping rumbling, low frequency vibration is incompatible with a residential neighborhood. The peaceful character of this neighborhood will be dramatically changed. They've addressed the berm I was concerned about trees that were buried in it, but I understand that that is permissible. The site will also have large bright security lights which will inevitably shine into residents' windows and yards disrupting sleep and the enjoyment of outdoor spaces. Proximity to industrial operations is well documented to reduce residential property values. Buyers are reluctant to purchase homes where truck noise, lighting and congestion are constant. This project risks eroding the investments homeowners have made and the stability of our neighborhoods. It's also troubling that the plan includes a further subdivision of the parcel while no immediate construction is proposed, it suggests this project is just the beginning of broader commercial expansion. I urge the Board to look beyond technical compliance and consider the impact on residents that live here. The increased truck traffic 24-hour operations and continuous industrial noise make the project incompatible with the surrounding community. It also sets a dangerous precedent.

**Don Roberts:** Would anyone else wish to speak? Would anyone else in the room wish to speak? Yes Sir.

**Paul Lucas:** Good evening, my name is Paul Lucas, I live at 23 Greenfield Drive I guess one of the closest to this in the it's off the chart there but across Liebich's Lane in the Rolling Hills sub development. My concern is truck traffic, and I don't know if there is any stipulation that all truck traffic coming from their site turns right out of their driveway to go down to Route 9 and not left through east on Liebich Lane or in that direction?

**Tom Koval:** We did have language previously with Twin Bridges with no trucks going down Tabor Road and I think as this progresses, we should certainly have restrictions for truck traffic out to Tabor Road. Tabor Road is already a problem, we know it's a problem we're having this discussion about the other commercial project on Rekucki's project on Tabor with the trucks. If this moves forward and I use a big if on that. I would certainly want to make sure that there is no truck traffic going out to Tabor, especially these types of trucks. It's certainly not into Rolling Hills. I know exactly where you live

**Paul Lucas:** We've had issues in the past with trucks going through the neighborhood

**Tom Koval:** I understand those roads aren't designed for commercial trucks

**Paul Lucas:** That and you know the scale of this you know even Liebich Lane going through those tight s turns by UPS and SYSCO it can get hairy through there.

**Tom Koval:** Yea

**Paul Lucas:** I don't know if you can widen the road, but it is definitely a concern.

**Tom Koval:** It is a wide road but there is a lot of trucks and only a few of the businesses have been mentioned that are on Liebich Lane. There's a lot more businesses than a SYSCO and UPS, a lot more businesses there's a lot more deliveries so when I say if, it's a big if in my eyes. But I understand your concerns, and I'll make sure that anything that I can do to alleviate that will be taken care of.

**Paul Lucas:** Thank you.

**Don Roberts:** Jason I would think most drivers would use Liebich Lane make the right on 9 go up to exit 10 but what's your opinion on this?

**Jason Dell:** My opinion is exactly that. I mean the path of least resistance you know is to head down Liebich to Route 9 to get over to the Northway. You know there would be no reason other than somebody got lost or there was an emergency for drivers to have to utilize the opposite exit in heading out to Tabor to go over to Route 9 and to the Northway. So, I can't say there would never be the possibility you know that somebody would go that route but logically would tell you to go to Route 9 and over to the Northway again except in circumstances that are out of everybody's control, you know an emergency, or someone gets lost.

**Marcel Nadeau:** But you'll not only have traffic from your own trucks but your employees that are working there aren't all coming from the same town so you will be getting traffic from a lot of different directions. So, they may be using Liebich Lane more so.

**Jason Dell:** I believe the comment was more for trucks though I believe.

**Tom Koval:** Correct, passenger vehicles are passenger vehicles in my eyes and I'm not speaking for anyone but it's definitely going to be an increase in traffic on Tabor. People coming straight across. Your right, the path of least resistance is certainly with Liebich Lane. We don't want to see, I don't want to see I keep speaking for the Board, but I don't want to see any truck traffic going out onto Tabor Road. The road is not built for it.

**Don Roberts:** Would anyone else wish to speak? Anyone else in the room wish to speak? Anyone online wish to speak? No okay we will close the public hearing and as I said you know we are not going to take action tonight but Joel all of your comments have been addressed.

**Joel Bianchi:** They resubmitted a week and a half ago, so we are looking through the latest submission that they were making comments towards addressing all the comments.

**Don Roberts:** Do you see any outstanding concerns?

**Joel Bianchi:** No, I thought the biggest one was noise which they have done a very thorough job explaining the analysis, the balance of the items, traffic, according to DOT a signal is not warranted, the other matters (inaudible)



**Don Roberts:** Okay, thank you.

**Rich Berkowitz:** I just have one question, a light is warranted at the intersection, are there any other traffic improvements being proposed for this section?

**Jason Dell:** At this time no.

**Rich Berkowitz:** No right turn in, no turning lane of anything?

**Jason Dell:** No

**Rich Berkowitz:** (inaudible)

**Don Roberts:** That would be DOT's call anyway

**Jason Dell:** Exactly that's DOT's call

**Rich Berkowitz:** Its DOT, they don't warrant that.

**Tom Werner:** How are traffic volumes in terms of closing in on the warrant, in terms of the peak hour anyhow I'm just curious?

**Alana Moran:** Alana Moran with Lansing Engineering. We completed the traffic evaluation for the proposed project. Tom, your question had been how close are we on meeting the signal, not real close at all. There's quite a bit of space left specifically because we need to meet that 8-hour warrant and we're only meeting for like one maybe two hours of the day and not very close on the other 6 to 8 hours that we would need.

**Tom Werner:** And there's no peak hour warrants that could be considered, I don't know what the

**Alana Moran:** Not at this location. Peak hour warrants are almost never, I mean you'll do that for the first rush and a first look at whether a signal is needed or not but it's not one that gets used for the installation because you want to keep mainline traffic going and only stop when you actually have to which is why we want to look at more hours of the day.

**Tom Koval:** I'm confused and I'm sure this is your baby so you can explain it to me. When this project, this whole development was originally approved and the Board, I wasn't here at the time, put it out there that a traffic light may need to be warranted at a future date. Now the projects, let's say 90% built out and you're still not warranting a traffic light, what was that threshold, what did we have to put in their world trade center to warrant a traffic light ? I mean it just seems like there is so much conflict there.

**Alana Moran:** So, I didn't do the original Rolling Hills PDD study, but I would presume that the reason it hasn't been met yet is because when you're into industrial and warehouse type of uses each use is pretty specific so when it comes to warehousing say 150,000 square feet of warehouse might only generate 30 trips. So, it's not the square footage doesn't have the same level of trips associated with it that say if you were to put in a 100,000 square foot office, you're going to have a whole lot more traffic associated with those 100,000 square feet. So that would be why the thresholds were put in so that they don't put in something that's not actually warranted or needed.

**Tom Koval:** Okay, thank you.

**Jason Dell:** I believe the original PDD allowed for about 700,000 square feet of industrial space back there and I don't believe we are anywhere close to that yet.

**Richard Harris:** (inaudible)

**Jason Dell:** Correct and I would like to remind

**Richard Harris:** This was considered, this was a PDD and SEQR was issued by the Town Board, and it is within the Town's generic environmental impact area, requiring mitigation to the Town (inaudible)

**Jason Dell:** That's exactly what I was just going to say that this project is a PDD. It was approved for this use which is exactly what we're before the Board with.

**Marcel Nadeau:** Jason looking at the site you've got all the trucks on the northern side why is it that you couldn't put it on the southern side because the concern obviously is for the neighbors. Why wasn't that looked at?

**Jason Dell:** It was looked at originally

**Marcel Nadeau:** What's the reason it wasn't done?

**Jason Dell:** Jack, you recall exactly why Coke wanted to go on that side? I mean one of the reasons was to keep the loading dock on the other side from Liebich Lane and this was the preferred layout for the end user.

**Tom Koval:** By Coke

**Jason Dell:** That's correct

**Tom Koval:** If they don't want to look at their own trucks when they come into work. But it's okay for the neighbors to listen to the trucks while they are coming into work, just saying.

**Jack Kelly:** Jack Kelly with Scannell Properties. Along with it and not the main deciding factor but due to the grading it was financially infeasible as well to be grading further down to fit the truck cart which falls 4 feet below the finished floor elevation of the slab. So that was also a factor and then as Tom alluded to today based upon the noise study, we did not anticipate that being an issue. I think today we've shown that wasn't an issue, but it was something that we contemplated for a variety of reasons.

**Tom Koval:** You're saying that the property is lower in the back where the trucks are loaded? Doesn't that property grade up?

**Jack Kelly:** No, no the elevation of the existing grade goes, is higher as you go further north towards the berm, towards the residences.

**Tom Koval:** If you're going to put a truck dock in which you have to go lower with on your grade on your back top, what you're saying is contradictory to common sense. If the front of the building is

lower, you're cutting less out to keep the parking in the back than you would be in the front, you're grading less.

**Jack Kelly:** The elevation on the north side of the property is higher

Tom Koval: Right

**Jack Kelly:** The truck dock sits 4 feet below the finished floor elevation so that would have required

**Tom Koval:** So, this and this. So, if it's lower in the front you don't have to dig out as much to get your truck loading dock in.

**Jason Dell:** You're correct on the upper side of the site being higher, I'm looking at the road the way the road comes into circulation of the employees the visitor parking area versus the loading dock. This was the preferred circulation pattern that Coke preferred for the site plans.

**Tom Koval:** Right for their esthetics, but you can't tell me it's because of grading because it's not, it's just a fallacy. Okay I get it, like I said once again I said in the pre-meeting I really want to walk this property I would like to put a committee together

**Don Roberts:** We're going to do that Tom don't worry we're going to do that.

**Tom Koval:** Of all of us and I would like Jason to be there

**Don Roberts:** He always is

**Tom Koval:** Yea I know he is, but

**Jason Dell:** Can we schedule that up for next week?

**Don Roberts:** Okay Board, who wants to join Tom on the site, Charlie, okay anyone else? Okay I will go. So, me, Tom and Charlie, we will be the committee, and you'll set something up with Rich, right?

**Richard Harris:** Yea can we talk about what you guys might want to see flagged out in the field, marked. Obviously the four corners of the building.

**Tom Koval:** I want to see the four corners

**Richard Harris:** The berm

**Tom Koval:** I want to see the berm and

**Joe Landy:** Generator location?

**Tom Koval:** Generator doesn't matter to me, they've given me the specs on the generator I know a little bit about them, so I get that. I also want to see the back corners of that parking area for the tractor trailers pinned so I can see visually how far they are to those houses.

**Don Roberts:** So, Jason can you do that?

**Jason Dell:** Absolutely

**Don Roberts:** And once you get that done let us know and we'll go out.

**Jason Dell:** We'll get that done by the end of the week so if we can schedule something

**Tom Koval:** What's the height of that building?

**Jason Dell:** The parapet is at 36 feet

**Tom Koval:** In the front?

**Jason Dell:** And the majority of the building is 34 feet 7 inches

**Tom Koval:** I would like to see a balloon, I hate the balloon thing, but I would like to see a balloon because I want to go back to the neighbor's houses and see what we're going to see from their houses, what they're going to see from their houses.

**Don Roberts:** Can you do that?

**Jason Dell:** That's a little bit more difficult than staking it but I will see what I can do, I'll look into it.

**Don Roberts:** Anyone else have any questions? Okay so we'll do the site visit, and we'll get back to you alright.

**Jason Dell:** Thank you.

**Don Roberts:** Thank you very much.

**Marcel Nadeau:** Rich who did the public notice go out to for this project?

**Richard Harris:** Adjacent property owners per the code.

**Marcel Nadeau:** But nothing in the developments?

**Richard Harris:** Some of the houses I'll show you this lot

**Marcel Nadeau:** I'm thinking of Rolling Hills

**Richard Harris:** Yea there were some in Rolling Hills because this parcel here actually includes it's actually all one parcel. See this on the other side of I'll call it the south or east side so anybody that bordered this lot it does go off the map, anybody that borders this lot includes this across the street.

**Tom Koval:** It's Greenfield, the cull de sac is Greenfield.

**Richard Harris:** You did not order or ask for an expanded notice, so we included the properties that border it, which go all of the way from here to here up Tabor and around here.

**Tom Koval:** So, did that, because the gravel mine bordered the property they're talking about did, did the adjoining properties on Tabor that bordered the gravel mine get notices?

**Richard Harris:** Yes, because it's not subdivided yet

**Tom Koval:** Okay, alright I just wanted to make sure they were all aware.

**Richard Harris:** Right here yea sure, no I get it. Yea so the flag lot that they are proposing with the Town road is basically.

**Tom Koval:** The entire part.

**Richard Harris:** But it's still part of it so everybody here, here, here around the perimeter, it does go off the map, but it came up around here.

**Marcel Nadeau:** So, some people in Rolling Hills got notified?

**Richard Harris:** Yea, not all, but the people that bordered it got notified

**Don Roberts:** Why were you expecting more?

**Marcel Nadeau:** I'm puzzled as to only what 3 people showed up for a public hearing.

**Lyn Murphy:** But they know how its zoned. When they bought their houses, they knew it was zoned light industrial

**Marcel Nadeau:** But I don't know about Rolling Hills

**Lyn Murphy:** Well yea it was created yea

**Tom Koval:** The comments I've gotten from the few people in Rolling Hills that I know and one on Greenfield was, they will just be happy when the construction is over, so they don't have to listen to the noise and get all the dust.

**Don Roberts:** Okay moving on here moving along, you gentlemen can stay but it's not going to be too exciting.

***Scannell Properties Warehouse Distribution Facility– Site Plan & Minor Subdivision  
PUBLIC HEARING HELD AND SITE VISIT SET. A Public Hearing was held, the  
applications were tabled, and a site visit was scheduled by the Board.***

### **New Business:**

#### **US Army & Navy Temporary Recruiting Office, 14 Corporate Dr – Change of Use/Tenant (25.135)**

**Tom Savino:** Good evening, Tom Savino with CBRE, 210 Washington Ave. in Albany. Here representing the ownership of 14 Corporate Dr. which you probably remember is the old Abele Headquarters building. We are here to put a change of tenancy in for the top floor of the Army, and on the bottom floor the Navy recruiting office for a short-term basis. It's a one-year term. As the narrative said, the offices are open Monday through Friday 9 to 6 pm. Closed holidays and weekends. Minimum of 2 people working in the space with no more than 6 personnel along with candidates and their families will be utilizing the space. No change to the site plan, no change to the spaces internally at all.

**Don Roberts:** I'm glad the Army is on the top floor.

**Tom Savino:** Well, we've got to keep them separate

**Don Roberts:** Comments by the Board?

**Tom Koval:** I make a motion to approve the change of tenant

**Rich Berkowitz:** I second

**Don Roberts:** All in favor Aye? (all were in favor) Opposed? (none were opposed) Motion carried, is there going to be a sign, or no?

**Tom Savino:** No sign

**Don Roberts:** Okay thank you, if they do they have to come back you know that?

**Tom Savino:** Yea I understand

**Don Roberts:** Okay, thank you.

***US Army & Navy Temporary Recruiting Office – Change of Use/Tenant  
APPROVED. The Board approved the request to utilize 4,397 SF of office space as a temporary recruiting office for the United States Army and Navy.***

**The Hoffman Law Firm, LLC Relocation, 1433 Rt 9 – Change of Use/Tenant (25.136)**

**Laura Hoffman:** Hi, I'm Laura Hoffman I'm the applicant. I am currently a tenant in Halfmoon currently located at 28 Corporate Drive. I'm looking to purchase the building located at 1433 US 9. That property is currently in mixed use. The first floor has a real estate brokerage, and the second floor has a 2-bedroom apartment. The intent would be to continue the 2-bedroom apartment on the second floor and move my sole practice a law office to the first floor. Very small office just myself in terms of attorneys. I have a part time assistant and the only other people who are coming in and out are clients and occasionally opposing attorneys.

**Don Roberts:** No sign?

**Laura Hoffman:** Not at this time, I plan to come back for that.

**Don Roberts:** Okay, you know you have to come back?

**Laura Hoffman:** I do know that.

**Don Roberts:** Comments from the Board?

**Tom Koval:** I make a motion to approve the change of tenant.

**Marcel Nadeau:** I'll second

**Don Roberts:** All in favor Aye? (all were in favor) Opposed? (none were opposed) Motion carried, good luck

**Laura Hoffman:** Thank you.

***The Hoffman Law Firm, LLC Relocation– Change of Use/Tenant  
APPROVED. The Board approved the request to utilize 1,100 SF of commercial space as a solo practitioner law office and continued use of the second floor for a residential apartment.***

**Haney's Automotive, 32 Rt 146 – Sign (25.137)**

**Adam Wakulenko:** Good evening I'm Adam from Adirondack Sign Company representing Haney's Automotive. We are here to propose a building sign of 30 square feet and a freestanding sign of 48 square feet. Building sign will be approximately 34 ½ inches tall by 120 inches wide. It will be dimensional about a ½ inch thick going on the façade of the building. Freestanding sign is a 4 x 8 32 square feet, double sided perpendicular to the road, again it will be dimensional. All built out of aluminum and some expanded PVC.

**Don Roberts:** Very important a freestanding sign has to be completely on private property.

**Adam Wakulenko:** Yes

**Don Roberts:** Not in the right of way not in the overhang nothing.

**Adam Wakulenko:** It's all on the property.

**Tom Koval:** So, Adam, the building sign is not internally lit, you just have a couple of goose necks over it.

**Adam Wakulenko:** Correct, yes

**Tom Koval:** And the road sign is not lit at all.?

**Adam Wakulenko:** Not lit at all.

**Joe Landy:** The sign itself is not lit that we're aware of?

**Adam Wakulenko:** Yea the sign is not lit itself if he wants to put

**Tom Koval:** Round lighting

**Adam Wakulenko:** Yea

**Don Roberts:** It can't be facing the highway.

**Richard Harris:** Just try to angle it

**Joe Landy:** Yea you can angle the signs.

**Adam Wakulenko:** Sure

**Marcel Nadeau:** I make a motion to approve the sign application

**Tom Koval:** I second

**Don Roberts:** All in favor Aye? (all were in favor) Opposed? (none were opposed) Motion carried

**Adam Wakulenko:** Thank you everybody

**Don Roberts:** You're welcome.

***Haney's Automotive– Sign***

***APPROVED. The Board approved the request to install monument and wall-mounted signs.***

**Old Business:**

**Khater Duplex, 7 Terminal Rd – Site Plan & Special Use (25.084 & 25.085)**

**Najwa Khater:** Last but not least thank you hello how is everyone doing. Alright so I am Najwa Khater and I'm representing myself on the house that I currently own. I am looking to get approval to convert it to a single family to a duplex but the additional with adding the addition to the side that we discussed last time. I did get the approvals for the variances that were discussed last time. I don't know what the other questions are what I need to, I don't know what needs to be asked of me, I'm sorry I'm not very good at this.

**Don Roberts:** Look, you're fine, don't worry, don't worry. We have to have a public hearing you know that. Before we set that any questions by the Board before we set the public hearing?

**Tom Koval:** I make a motion to set the public hearing for October 27<sup>th</sup>

**Rich Berkowitz:** I'll second

**Don Roberts:** Okay we have a motion and a second for a public hearing October 27<sup>th</sup>. All in favor Aye? (all were in favor) Opposed? (none were opposed) Motion carried see October 27<sup>th</sup>

**Richard Harris:** I do want to ask one question. At the pre-meet a question came up about any status or further discussions with Canal Corporation, not relevant totally to you getting approved or not just to clarify I've been asked that a couple of times.

**Najwa Khater:** Right, no I completely understand and luckily after I think a couple of weeks ago, I think they called me and they said that they're willing to sell a portion of the land to me, so I did submit my application 2 weeks ago. I told them that if I could buy all of it I would, it would make my life easier, but they said it has to go to auction so at the moment I think it's only 15 to 20 feet that they offered me, but I did submit my application, and they did receive it.

**Tom Koval:** (inaudible)

**Richard Harris:** They would have to

**Najwa Khater:** They would have to unfortunately.

**Tom Koval:** I'll try not to bid against you.

**Najwa Khater:** Okay, thank you I really would appreciate it.

**Richard Harris:** They did indicate to me, because they called not knowing you had this application. I don't know if I told you this and they said another property owner wants to purchase it also, not the whole thing, so they were thinking about splitting it up.

**Najwa Khater:** I think it might have been me I think they might have mistaken it because I don't know unless it's the person behind

**Richard Harris:** They said they had a couple different property owners; I think up top on Church Hill.



**Najwa Khater:** Okay, okay yes possibly.

**Richard Harris:** But that was the whole thing, they were thinking about splitting it up

**Tom Koval:** It's a bidding war that's never good.

**Najwa Khater:** You know even if they split it with me give me like a little piece so I can finish building my house and I'm good and I'm content that's fine. Alright anything else?

**Don Roberts:** So, we will see you the 27<sup>th</sup>

**Najwa Khater:** Alright, see you on the 27<sup>th</sup> have a good night, everyone

**Don Roberts:** Thank you

**Richard Harris:** Thank you

***Khater Duplex – Site Plan & Special Use***

***PUBLIC HEARING SET. The Board scheduled a Public Hearing for October 27<sup>th</sup>, 2025, for the proposed expansion and conversion of the existing single-family residence into a two-family residence (duplex).***

**Laurie Barton:** I make a motion to adjourn

**Joe Landy:** I second

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