

1 PLANNING BOARD COUNTY OF ALBANY

2 TOWN OF COLONIE

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4 LUPE WAY CONSERVATION SUBDIVISION 8 LUPE WAY
APPLICATION FOR CONCEPT ACCEPTANCE

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6 THE STENOGRAPHIC MINUTES of the above entitled
7 matter by NANCY L. STRANG, a Shorthand Reporter,
8 commencing on January 24, 2017 at 8:11 p.m. at The
Public Operations Center, 347 Old Niskayuna Road,
Latham, New York.

9

10 BOARD MEMBERS:
11 PETER STUTO, CHAIRMAN
12 LOU MION
13 BRIAN AUSTIN
14 TIMOTHY LANE
15 KATHLEEN DALTON
16 CRAIG SHAMLIAN
17 SUSAN MILSTEIN

18 ALSO PRESENT:

19 Joseph LaCivita, Planning and Economic Development
20 Department
21 Michael Tengeler, Planning and Economic Development
22 Department

23 James Easton, PE, MJ Engineering
24 Joseph Grasso, PE, CHA
25 Craig Slezak
Dee Awling
Sally Burchardt
Debra Galvin
Paul Rosano, Town Board
Christopher Cary, Town Board
David Adams

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1 CHAIRMAN STUTO: The last project on the agenda
2 is Lupe Way Conservation Subdivision, 8 Lupe Way,
3 application for Concept Acceptance, 44 lot residential
4 conservation subdivision.

5 MR. LACIVITA: Once again for this one, I know
6 that we asked the Town Board to consider a rezoning
7 under Resolution 234 of 2016. We saw the project
8 again, like the other concepts, several times - back
9 in December 15, 2015, January 26, 2016, February 23,
10 2016 and October 4, 2016.

11 The applicant has been back before us tonight
12 to answer some of the questions since the October
13 meeting and ask for concept acceptance. I'll turn it
14 over to Jamie.

15 MR. EASTON: Good evening. Tonight we're here
16 about the Lupe Way Subdivision.

17 My name is Jamie Easton and I'm with MJ
18 Engineering. We'll start off from the beginning here.
19 At the last Board meeting we had a 56-lot cluster
20 subdivision. At the time the Board wanted me to take
21 a look at reducing the impacts to the DEC buffer and
22 just look at trying to make it a smaller project site
23 and not impact as many environmental concerns.

24 So, we did take a look at it and we did submit
25 this map. If you take a look at this map on-line or

1 at the Town of Colonie there are a lot of things in
2 there and it looks really complicated and it's really
3 busy. I kind of just did a quick rendering view of it
4 just so that you can kind of look at it and it makes
5 it a little bit cleaner and easier to see. What is
6 the big difference between this plan and the 56-lot
7 subdivision? The first thing was that we increased
8 the proposed dedicated greenspace or the wooded area
9 from originally 65% up to 70%. We reduced the number
10 of lots from 56 to 44.

11 As I mentioned originally, underneath the Town
12 Code, there are 69 allowable lots in this subdivision.
13 We are proposing 25 less than the allowable code.

14 CHAIRMAN STUTO: That's after you go through
15 the conservation analysis, right?

16 MR. EASON: After the conservation analysis.
17 So, we are 25 lots less than the allowable. Even
18 though I have reduced the area -- if you remember it,
19 it kind of looped up and made basically a big loop
20 that came back around. We reduced the impacts and as
21 we did that, I could have made the lots much smaller,
22 but I didn't. So, between this plan and the 56 lot
23 plan -- I talked about it before - there were carriage
24 home lots and single family home lots. I kind of
25 differentiate the two. The carriage home lots are

1 kind of on a smaller lot size while the single family
2 lots are on a larger scale size. So, the single
3 family lots -- all but two have 80-foot frontages.
4 That's basically the Town Code; 80-foot frontages for
5 a single family residential house. So, all those
6 single families, except for these two on the
7 cul-de-sac are 80 foot in width. Between the previous
8 plan of 56 lots to what we have now, we actually
9 increased the lot size by approximately 400 square
10 feet. So, I've reduced down my impacts to the
11 surrounding areas and that should have made the lots
12 bigger.

13 The same thing with the carriage home lots. I
14 made those basically larger in size by about 600
15 square feet. So, the single family home lots on
16 average are a little over 13,600 square feet. The
17 carriage home lots, almost 11,000 square feet. By
18 reducing the subdivision from 56 lots down to 44 lots,
19 we now have 72% of the site or 41 acres going to the
20 Pine Bush.

21 Under this plan there is .22 acres of wetland
22 impact. That's a very small wetland impact. We do
23 have approximately 3.6 acres of wetland buffer impact
24 which we will need to get a permit for. There are
25 other areas that are outside the DEC buffer area --

1 that's approximately three acres, so it's kind of an
2 even/even I'd say in the sense of impacting buffer
3 versus buffer that we are not touching whatsoever that
4 was outside. Out of the 3.6 acres of buffer impacts,
5 1.9 acres of buffer impact was associated with these
6 couple lots up here by the storm water management area
7 which was 1.9 acres, or about 50% of the buffer impact
8 was disassociated with this one connection. Mostly,
9 that is due to the fact that we want to connect this
10 road coming through. We didn't want to put another
11 cul-de-sac -- and keep Morocco Way as a cul-de-sac.
12 So, 50% of that wetland buffer impact is associated
13 with this. The two storm water areas -- I have kind
14 of greened them all out and shown the worst-case.
15 That area is another .7 acres of buffer impact, or
16 roughly 20%.

17 So, what I'm getting at is 70% of the buffer
18 impact is associated with this roadway connection in
19 the two storm water areas that have not been sized,
20 and it took the worst case. I'll go back to the
21 original design process of why we chose 44 lots versus
22 whatever we want to do.

23 Again, the previous time we kind of looked at
24 this, we wanted to come off of Lupe Way and take the
25 existing cul-de-sac that is their right now that looks

1 at the woods and have some sense of community and
2 things like that. So, we want to redo the cul-de-sac
3 and put some carriage style homes around us existing
4 cul-de-sac. As we go through, we are going to make
5 existing single-family residential homes. If you
6 remember from the previous plan, this road kind of
7 looped back up to Lupe Way. We eliminated that impact
8 and we slid this to your left. In this case, that is
9 to the west. That was to minimize impacts as per the
10 Pine Bush's comments to wetland area number three and
11 reduce the lots itself to have a maximum depth of 150
12 feet.

13 Those are just some of the things that we did
14 with this project. Again, we wanted to look at
15 reducing down the impacts and make the project
16 financially feasible. We ended up with 44 units. We
17 could have made all these lots all tiny and small and
18 had all 50 foot frontages on all these houses and got
19 the allowable density per code, but we didn't feel it
20 was in character with the neighborhood to do that. We
21 wanted a mixture of products in here and match what is
22 existing in the neighborhood.

23 We previously have talked about the single
24 point of access. We previously have shown that there
25 are existing subdivisions in the Town of Colonie that

1 are longer than this, have more houses than this and
2 are larger in scale. So, we have talked about the
3 single point of access that Bonner Avenue -- after the
4 traffic study that was performed - we said that the
5 roadway with isn't to AASHTO standards. We said that
6 before and I still stand by that statement. The
7 roadway is too narrow. Your speeds that are on the
8 roads are right within Town standards. We did the
9 speed study and I'm not going to go over that unless
10 you really want to go over that again.

11 CHAIRMAN STUTO: Can you repeat your
12 contention? You say Bonner or Nutwood?

13 MR. EASTON: Bonner. Bonner Avenue - the width
14 of the road is not to AASHTO standards based upon the
15 existing traffic volume, or any proposed traffic
16 volume.

17 CHAIRMAN STUTO: Was it at the time it was
18 constructed? The beginning section is older and then
19 it gets newer as you go back

20 MR. EASTON: The older section of Bonner Avenue
21 -- my guess is that it was 20 feet at one point. Due
22 to the lack of paving, my guess is probably the grass
23 has crept in over the years and making it 19 as we
24 documented in our report. It was probably 20 feet at
25 one point but it just kind of crept over, which is

1 kind of common with the rest of the neighborhood were
2 all the roads are basically 20 foot in width.

3 CHAIRMAN STUTO: Doesn't it widen up in the
4 back?

5 MR. GRASSO: The newer section is wider. This
6 is describing the older neighborhood.

7 MR. EASTON: We went over this as one of the
8 sticking points of this project - the number of houses
9 on here in the impact to Bonner Avenue, especially in
10 the narrower section of Bonner Avenue and how is this
11 traffic going to come in and out.

12 As I stated before, the roadway is substandard
13 to AASHTO standards currently right now. The proposed
14 project will have recommendations from the Planning
15 Board - whatever the Planning Board so decides to
16 choose, we are more than willing to adhere to - and
17 redeveloping that portion of Bonner Avenue.

18 CHAIRMAN STUTO: Does anyone here live on that
19 section of Bonner Avenue?

20 FROM THE FLOOR: I do. I live down the dirt
21 road.

22 CHAIRMAN STUTO: Here is the question: Would
23 you want to widen the road? If you live on that
24 section, would you want to widen the road and lose
25 some of those front lawns?

1 FROM THE FLOOR: Claudia - you would be taking
2 her house.

3 CHAIRMAN STUTO: So, it is an imperfect
4 situation.

5 MR. EASTON: So, based upon one of the Planning
6 Board members - they were first asked me to have any
7 other situations that are out there that are like
8 this? So, if you flip over in your packet that I gave
9 you, the first one is Ironwood Drive. That is right
10 next to the post office. You know with the post office
11 is 155. As you are heading toward Route 9, there is an
12 existing subdivision on your left-hand side that was
13 built back in the 1950s. Ironwood was an extension of
14 that subdivision on the backside. Ironwood was built
15 in about 2006 or so by Adirondack development. They
16 built those houses - I should look at the pictures in
17 the folder, there is a standard Town Road section of
18 approximately 32 feet from outside wing to outside
19 wing. The travel lanes again are roughly 20 feet or
20 so. You can see from the picture. The remaining
21 existing road -- travel lanes are about 24 feet in
22 width. So, as you go to the first page, I just gave
23 you Google shots.

24 On the next page you can kind of see the bushes
25 on the one side and you can see the new housing

1 development in the back. You can kind of see how the
2 wing gutter lines up on the left-hand side of the page
3 versus that it doesn't line up on the right side of
4 the page.

5 If you flip over to the next page, it's the
6 reverse look. You can see the wing gutter and you can
7 see the catch basin stuck back on the other side. That
8 is just a classic example of it.

9 I found four projects, in total.

10 The next project that I found was Greystone
11 Drive. That subdivision was built in 2003 or so. It
12 comes off of Upper new Loudon Road near Crumitie Road.
13 Again, that roadway section on Greystone was built to
14 the Town of Colonie standards in 2003 of 36 feet from
15 outside wing to outside wing. Where it touches upper
16 new Loudon Road, the roadway width is 23 feet.
17 Another example which is right across the street from
18 that point was Fairview Drive and Hunts End. Hunts End
19 was built roughly in 2001 - in that timeframe.
20 Fairview Drive - the travel wing width is 23 feet is
21 width. So, the existing subdivision was basically
22 built back in the 1950s or 1960s. It widens out to 36
23 feet. The last one I picked is what probably most of
24 the Board Members remember. That is Burton Lane and it
25 comes off of Route 9. The second part of Marini's

1 subdivision touches Turner Lane on the backside.
2 Turner Lane is only 22 feet in width where it touches.

3 There are examples out there where there are
4 Town roads that are much more narrow.

5 CHAIRMAN STUTO: I'm familiar with particularly
6 the last couple of streets that you mentioned. There
7 must be a huge difference between 23 feet and 19 ½
8 because it is a world of difference. Turner Lane,
9 Upper Loudon - those are good streets, which a lot of
10 traffic passes on. Bonner - it just seems like a world
11 of difference. Do you agree with that?

12 MR. GRASSO: I agree.

13 CHAIRMAN STUTO: I'm not sure why. Four feet is
14 really critical.

15 MR. GRASSO: Yes, and the condition and how it
16 is developed on either side - the condition of what is
17 off the edge of the road makes a difference, too.

18 MR. EASTON: The second to last page that I
19 gave you something that I've done this before - is
20 AASHTO standards are what we follow as engineers to
21 design highways and traffic. Where it states in this
22 case, based upon the traffic volume, is really
23 required to have two 10-foot lanes. That doesn't mean
24 that this is what the Board is going to do. It just
25 means that from an engineering standpoint, based upon

1 the existing traffic - whether a build one house, zero
2 houses, 69 houses based upon the existing traffic and
3 the proposed traffic it falls in this bracket between
4 basically 400 and 1,500 trips. From New York State DEC
5 standards - I highlighted it - it says they want a 20
6 foot lane. That is the recommendation. Again, those
7 are recommendations.

8 I gave you examples of what is out there in the
9 Town of Colonie that exists in and around. We can use
10 what I will call the common sense approach. Let's
11 throw out the engineering that we follow. Let's throw
12 out what is existing. Let's look at commercial site
13 plans where I know the Board has looked at many
14 different times. What is the width of the travel ways
15 that you typically see? Two 12 foot lanes or 24 foot
16 in width. So, there are examples of things that are
17 out there.

18 The TDE mentioned last time about making this
19 roadway roughly 26 feet for fire safety concerns. I
20 don't believe that should be applicable to this
21 project due to the fact that the last page of the
22 handout that I have is actually a letter from the
23 Department of State that basically dictates on a
24 previous project that they do not govern the size of
25 the width of the road for a local municipality.

1 Whatever you want to do is what you want to do.

2 CHAIRMAN STUTO: Did you offer something on
3 that? Did you offer to improve that road?

4 MR. EASTON: The previous time I gave the Board
5 really three options. The first one was no build,
6 which I did not agree with because it is substandard.

7 Second, you can do two 10 foot lanes.

8 The last option was building a Town road
9 section through that area which I thought there was a
10 lot more impacts. I have no problem if the Board
11 feels that two 10 foot lanes are too narrow. If they
12 feel that 22 foot in width for this area - - the
13 client and I are acceptable to that.

14 CHAIRMAN STUTO: Are you talking about your
15 section?

16 MR. EASTON: The section of improving Bonner to
17 22 feet. We are okay with that.

18 CHAIRMAN STUTO: It is an important issue. Do
19 you have an opinion on that?

20 MR. GRASSO: Based on the density that is
21 proposed tonight of the 44 lots, we think that the
22 road should be improved at 22 feet wide.

23 CHAIRMAN STUTO: What do the residents think of
24 that? I would like to hear from somebody who lives
25 right there.

1 MR. GRASSO: Just so that I could put some
2 parameters out there - the reason why is that it is
3 less than what I would consider the desired minimum
4 standard of 26 feet, which most roads in New York
5 State - if you have a water main that is providing
6 firefighting purposes, you have 26 feet to accommodate
7 emergency access vehicles going in both directions. I
8 think that going from 19 to 26 feet in that corridor
9 is going to create such a significant impact on the
10 adjacent residences that we are not supportive of
11 that. However, we do think that the 19 feet that is
12 out there now and extremely poor condition is
13 inadequate, even to serve the existing developments.
14 So, a compromise in there - we would feel comfortable
15 with 22 feet and a reconstruction of the road to make
16 sure that it's able to be kept in good condition
17 through that section as partial mitigation for the
18 additional traffic and increased density.

19 CHAIRMAN STUTO: Just on this issue - whoever
20 wants to raise their hands and speak on it. Yes sir?

21 MR. SLEZAK: My name is Craig Slezak. I live
22 right where the road opens up to the new development.
23 Today a snow plow hit a car where the small road is.

24 CHAIRMAN STUTO: Do you live on Bonner?

25 MR. SLEZAK: Yes.

1 CHAIRMAN STUTO: The narrow section?

2 MR. SLEZAK: I am the second house in where it
3 opens up to the wider section. My neighbor across the
4 street -

5 CHAIRMAN STUTO: So, you want wider.

6 MR. SLEZAK: To take people's land -- there are
7 some houses they would be right up to the door. I
8 think that it does have to be widened - just a bit
9 wider. A snowplow came by and slid and crashed into a
10 car today.

11 CHAIRMAN STUTO: Let's hear from somebody else
12 on this particular issue.

13 MS. AWLING: I'm Dee Awling. My neighbors that
14 live on this road -- their houses are just 10 feet
15 away from this road. This is going to impact the whole
16 neighborhood.

17 CHAIRMAN STUTO: Do you know the distance? They
18 are close.

19 MR. GRASSO: They are close, but I don't think
20 they are 10 feet. I don't have the distance.

21 MS. AWLING: The one house on the ends, she's
22 right there.

23 MR. GRASSO: I thought that measured to 25
24 feet.

25 MR. EASTON: You're talking about the first

1 house as you pull into Bonner off of Nutwood on your
2 right-hand side?

3 MS. AWLING: Yes.

4 MR. EASTON: Yes, if you are to truly widen the
5 houses on the right-of-way line which gives you
6 approximately 10 to 12 feet from the existing edge of
7 pavement's to the face of the building -- so any real
8 improvements of really widening that roadway - the
9 roadway surface would get much more closer to the
10 house. Again, I agree with Mr. Grasso that in the
11 sense of if you are going to add 1 to 2 feet on either
12 side of this existing roadway, I don't think that is
13 going to be impacting that house or any of the
14 residence. Once you start widening the road
15 significantly, I think you're going to start impacting
16 some of the people.

17 MR. GRASSO: You're talking one or two feet.

18 MS. AWLING: I really can't answer that
19 question. You'd have to get the whole neighborhood.

20 FROM THE FLOOR: I'm still not convinced that
21 they can't go right out to Cordell and just avoid this
22 problem.

23 CHAIRMAN STUTO: I don't mind talking about
24 that.

25 MR. GRASSO: You mean as a new connection?

1 FROM THE FLOOR: Yes.

2 MR. GRASSO: we don't think that it is feasible
3 from an Environmental Impact Statement standpoint and
4 to deal with the topography that is there. We have
5 looked at it and we have looked at various
6 alternatives. It was looked at independently and it
7 was commented on earlier.

8 We understand the concerns of the neighborhood
9 and no doubt an additional connection could have
10 solved a lot of issues, but we just don't think that
11 it is feasible.

12 CHAIRMAN STUTO: What about widening the road?
13 If you lived on Bonner -

14 FROM THE FLOOR: I walk down Bonner - that
15 section every day and if two cars go by, I have to hop
16 on somebody's front lawn to get out of the way.

17 CHAIRMAN STUTO: What if you lived there? Would
18 you want to give up part of your lawn?

19 FROM THE FLOOR: No, I would not.

20 MS. BURCHARDT: My name is Sally Burchardt. I
21 live on Nutwood. Jamie, when you're going around and
22 talking about street conditions in all of these
23 different developments -

24 CHAIRMAN STUTO: We're talking about widening
25 Bonner Road here.

1 MS. BURCHARDT: I was just wondering -

2 MR. LACIVITA: Keep it on the Bonner Road,
3 please.

4 MS. BURCHARDT: Okay, then I won't comment.

5 CHAIRMAN STUTO: Would you widen it a foot if
6 you lived there, sir?

7 FROM THE FLOOR: Yes.

8 MS. GALVIN: My name is Debra Galvin. Just the
9 other day -- well, this probably happens once a day
10 when I'm going down Bonner - I have to move over when
11 there are trucks coming. There is not enough room for
12 two cars to go down that road. We have bigger
13 vehicles.

14 CHAIRMAN STUTO: If you lived on Bonner, would
15 you give a part of your yard to widen it?

16 MS. GALVIN: No, I would not want to do that.

17 CHAIRMAN STUTO: How do you resolve that
18 problem?

19 MS. GALVIN: Less houses.

20 FROM THE FLOOR: Zero houses.

21 CHAIRMAN STUTO: See, it's not going to be zero
22 houses.

23 FROM THE FLOOR: I mean, they're moving in the
24 right direction.

25 CHAIRMAN STUTO: I want to get these issues out

1 of the way.

2 MR. GRASSO: I would just like to say that if
3 you go for a widening, it doesn't always have to be an
4 equal widening on both sides. I think that with a
5 field walk with the Highway Superintendent, we can go
6 out there and field walk it and see where we could
7 widen the road and not impact -

8 CHAIRMAN STUTO: How many linear feet is that?

9 MR. GRASSO: It's like 500 feet.

10 MR. EASTON: It's 1,300 linear feet of roadway
11 widening that we would be looking at. Most of it, if
12 you look at it, would probably occur to the southern
13 side because most of these houses are much farther
14 setback from the roadway. That's where it's very level
15 there. The houses to the north side are down lower.
16 So, we would probably take whatever improvement and
17 slide it toward this (Indicating), because they would
18 feel less of an impact because their houses are so far
19 set back. Toward the end, though, because of this
20 existing house we would somehow turn it back onto
21 itself and widen it evenly on both sides.

22 CHAIRMAN STUTO: How many houses are impacted?

23 MR. EASTON: There would be 12 houses impacted.

24 CHAIRMAN STUTO: Okay, have we exhausted this
25 issue for now?

1 Are you done?

2 MR. EASTON: I was done.

3 MR. GRASSO: So, we did not do a new letter. I
4 do want to speak to the points that were raised in our
5 last letter and the point that Jamie did a good job
6 discussing as it relates to the new application. Some
7 noteworthy points - we are in favor of the number of
8 lots being reduced down to 44. It is still a fair
9 number of lots to be added to the neighborhood and
10 obviously we talked about 44 lots being added to the
11 single point of access. With the 58 homes, it is
12 pushing the total number of homes on a single point of
13 access to 102. So, it is a significant number. There
14 are other examples of large number of lots in Colonie
15 on a single point of access. The Town does not
16 regulate that.

17 The head of Fire and Emergency Services has
18 expressed a concern about the large number of homes on
19 a single point of access. One of the suggestions that
20 he made is that the new homes be provided with
21 residential sprinkler systems. That can help them in
22 terms of fire control if there is a fire in one of the
23 new homes. Obviously, in the existing homes it would
24 not help. I think widening the road a minimal amount
25 is something that is important to improve

1 accessibility. It is not going to improve it
2 substantially. The way we look at it is if a car is
3 parked on one side of the road, which routinely
4 happens, can emergency apparatus still get through
5 safely when they need to. I think that widening the
6 road from 19 to 22 feet is appropriate and it is
7 appropriate mitigation to deal with that single point
8 of access issue. A couple of things that are really
9 noteworthy on the plan - when you look at the total
10 size of the parcel which is 60 acres, there is a
11 substantial amount of open space and undeveloped lands
12 and a substantial increase over what they proposed on
13 the original concept submission. We think this plan
14 has gone a long ways to improve the amount of open
15 space, as well as reducing the impacts on the wetlands
16 in the buffers.

17 If you recall in our last letter, we talked a
18 lot about even though they protect a lot of the
19 wetlands the 52 lot layout still had what we consider
20 substantial impacts on the wetlands and the buffer
21 areas. Those impacts have been substantially reduced
22 with the layout. So, we are in support of that. One
23 of the things that was discussed last time was the
24 need for improved recreational facilities or improved
25 access to the open spaced lands. There was a

1 discussion last time about there is an existing park
2 on Nutwood Drive - a small pocket Park. I'm not sure
3 whether or not improvements are there, but obviously
4 with 44 new residential homes it's going to create
5 additional demands on that park. I think it is
6 noteworthy that there is a substantial amount of open
7 space being dedicated to a land conservation
8 organization as part of this project. I think making
9 sure that there is ample access to the public to those
10 open space lands by having a trail and a parking area
11 and trails that get you into that parcel -- I know
12 that Jamie has previously discussed the fact that
13 there is some existing trails already through this
14 property and on adjacent properties, but making sure
15 that they are strong trail connections so that open
16 space can be enjoyed by not only the new residents but
17 the existing residential neighborhood.

18 I think that could be appropriate mitigation
19 for the additional recreational demands. There is a
20 comment letter that we had received that was submitted
21 to the Town from a resident. He lived on Nutwood Drive
22 and see actually made some suggestions in his letter
23 regarding trying to deal with the traffic impacts of
24 the project, specifically as it related to the traffic
25 that leaves Bonner Road. Instead of it going out to

1 Cordell Road, and uses Nutwood Drive which extends up
2 to Albany Street which is also a very narrow road and
3 it could be seen as a cut through to traffic.

4 There are three specific suggestions in his
5 letter. One was a reduction in the speed limit.
6 Jamie's traffic study provided a lot of detail
7 regarding traffic speeds. Some are high, but when you
8 look at the average speeds, they are generally
9 consistent with what you would see in a residential
10 neighborhood like this and generally consistent with a
11 30 mile an hour speed limit. That is the lowest speed
12 limit that the Town can post on their roads.

13 One of the suggestions in the letter was to
14 reduce it to 20 or 25 mph, but that is not possible in
15 the Town. It would have to be a city or village to
16 lower it lower than 30. So, we don't think that would
17 be able to be implemented.

18 Another comment was to make the roads in front
19 of Nutwood one way between Overland and Bonner Road.
20 That was to shift some of the traffic from Nutwood
21 onto the adjacent side streets. That issue is really
22 more of a regional traffic question that really should
23 be looked at by the Highway Safety Committee, which
24 the Town has and looks at suggestions like that. We
25 don't think that it would be supported based on the

1 unequal distribution of traffic and the difficulty
2 with implementing one way roads in residential
3 neighborhoods. So, I don't think that it would be
4 considered by the Town but it is worthy of -

5 CHAIRMAN STUTO: How do things get before the
6 Highway Safety Committee?

7 MR. GRASSO: They get submitted by the Planning
8 Department.

9 MR. TENGELER: They could be submitted directly
10 as well.

11 CHAIRMAN STUTO: Who goes and talks?

12 MR. LACIVITA: It would be at committee level.
13 DPW and EMS and fire safety -

14 CHAIRMAN STUTO: Who advocates for the change?

15 MR. LACIVITA: Whoever sends that letter in. It
16 is either a resident or -

17 CHAIRMAN STUTO: Can this resident get in front
18 of the committee?

19 MR. LACIVITA: Yes, they have the ability to
20 address that committee.

21 CHAIRMAN STUTO: Do they get a hearing?

22 MR. LACIVITA: Yes.

23 MR. GRASSO: And the last suggestion that was
24 made which I think is the one that is definitely
25 worthy of consideration and that is installation of

1 stop signs on Nutwood Drive - at the intersection of
2 Nutwood and Overland. We have gone out and looked at
3 that intersection. There are currently signs on the
4 approaches from Overland Drive approaching Nutwood
5 Drive. So, this would basically make it a four-way
6 stop. Four-way stops from an engineering perspective
7 are not typically used as a speed control device.
8 Based on the sidelines that are out there in the way
9 the vegetation constricts the road and the narrowness
10 of the road, it is something that we think is worthy
11 of consideration. It may improve safety because the
12 park is right there by the intersection.

13 So, I'm not saying that is needed to mitigate
14 the impacts of this project, but I do think that it is
15 something that should be looked at in the context of
16 traffic throughout this whole neighborhood to see if
17 such a measure would improve traffic.

18 CHAIRMAN STUTO: Is that to monitor the Nutwood
19 intersection?

20 MR. GRASSO: No, this is along Nutwood. It is
21 the next intersection going towards Albany Street. So,
22 it is something that we think should be looked at by
23 the highway safety committee as well. And no doubt it
24 would further discourage the amount of travel on
25 Nutwood by new residents in this neighborhood. I think

1 the approach that you hope is that the new residences
2 being developed off the end of Lupe Way go out to
3 Cordell Road which is obviously a road with better
4 condition, a wider carriageway with and serves as a
5 collector and people use Cordell Road to get up to
6 Albany Street and central Avenue. That wraps up our
7 comments.

8 CHAIRMAN STUTO: What do you think about the
9 modification, the number of lots in the description of
10 the screening and so forth?

11 MR. GRASSO: We are supportive of the number of
12 lots, as long as appropriate mitigation can be built
13 into the project including the sprinklers and
14 improving that section of Bonner to increase the
15 width. The number of lots, we feel, is appropriate
16 given the scale of development. When you look at the
17 overall parcel size this is exactly what you would
18 like to see in a really tight cluster development. The
19 lots are a little bit smaller than the existing
20 residential neighborhood and that's really something
21 that the Planning Board should weigh in on. They are
22 not to tremendously small.

23 I think Jamie described a lot of the lot widths
24 are 80 feet which is the Town's minimum.

25 One thing that we are always trying to be

1 sensitive to is the buffers that remain between the
2 new residential lots in the existing lots on Morocco
3 Lane. That is something that we don't have a lot of
4 detail at the concept level but that is something the
5 Planning Board may want to take a close look at to
6 make sure that there are some privacy maintained
7 between the new residential lots in the existing.

8 The last thing that I wanted to mention that we
9 touched on in our earlier letter was the construction
10 related traffic. Obviously, there's going to be a lot
11 of construction related traffic associated with
12 building 44 residential homes. When all of this
13 construction traffic is going to be going through this
14 existing residential neighborhood, it is going to
15 create an impact. So, we had suggested possibly
16 phasing the project over time to lessen the impacts.
17 The flip side to that is that you are drawing out the
18 construction period longer so that the impacts of any
19 traffic are going to be over a longer period of time.
20 I think at the last meeting there were some people
21 that felt like they thought it would be better to
22 constrict it or shorten the construction duration and
23 do it all at once. Personally, I would rather minimize
24 the impact and stretch it over a greater period of
25 time. I think that is something that the Planning

1 Board should consider as well. It obviously factors
2 into the developers plans for the project.

3 CHAIRMAN STUTO: We asked the developer to
4 comments on the recreational suggestions made by the
5 Town Designated Engineer. Just to reiterate some of
6 those -- what about helping out the pocket park?

7 MR. GRASSO: The pocket park and the trail
8 connection and the open space.

9 MR. EASTON: In regards to the trailhead - I
10 mentioned this to Joe in an email - my thought
11 processes this: The storm water maintenance access
12 road that goes down to the storm water detention basin
13 facilities would act as a trailhead because this
14 little area that I will call the National Grid power
15 lines or telephone easement - if you kind of look at
16 it on my plan you kind of see that there are no trees
17 there because it is 15 feet wide from ATVs, cars and
18 trucks to get through this whole corridor area. It
19 lines you up into almost a natural trailhead system
20 that gets you into both sides of the property.

21 When walking the property, I immediately jumped
22 on it. If it is easy walking in and getting a backhoe
23 in and around it, that's where we want it. So, it's a
24 really nice trail and it gives you access back and
25 forth. With regards to the pocket park itself, I

1 guess you're looking for a parking lot?

2 MR. GRASSO: No, the trailhead parking and
3 access to the trail system -

4 MR. EASTON: Certainly the roadway is wide
5 enough to provide on street parking right there. If
6 the Town or even the Pine Bush wanted to, we could
7 certainly widen this a little bit. Right now it's over
8 30 feet in width. We could come down here and put a
9 little trailhead parking here. It is 30 feet. I can
10 put two 12-foot lanes there. We can come down into
11 this area and put a couple parking spaces here
12 (Indicating). Then, it just turns into the hammerhead
13 for the storm water maintenance vehicle. That is
14 absolutely fine by me also.

15 If you want 3 to 4 parking spaces down there
16 for anybody to go use, it is a very easy access point.

17 MR. AUSTIN: I guess my question would be: What
18 do the residents think about people coming into their
19 neighborhood and parking at the trailhead?

20 FROM THE FLOOR: We already have 400 cars
21 coming in and out, a few more won't matter.

22 CHAIRMAN STUTO: Would you be willing to
23 provide parking for the pocket park as well? I know
24 that it is off-site, but it is important to the people
25 on Nutwood.

1 MR. EASTON: What is the goal and the wishes of
2 the pocket park? I know right now it is not in the
3 best condition. What is the goal -

4 CHAIRMAN STUTO: What am I suggesting?

5 MR. EASTON: Yes.

6 CHAIRMAN STUTO: I am not 100% sure. I wouldn't
7 mind hearing from the residents. I would say, bring it
8 back up to condition, if it is not too expensive.

9 MR. GRASSO: And we can take a look at that.

10 CHAIRMAN STUTO: We can leave that open ended.
11 Just something reasonable.

12 MR. EASTON: I think that's fine. I think in
13 that situation, we can figure out something that we
14 need to do and something we can afford. I think there
15 are one or two tennis courts there.

16 FROM THE FLOOR: There are two tennis courts
17 there and basketball court.

18 MR. LACIVITA: Let me also look and see what
19 the desires of the Town - what they had planned,
20 whether it be may be in the Parks and Recreation
21 capital plan.

22 CHAIRMAN STUTO: They may not have anything on
23 the horizon though, right?

24 MR. EASTON: We are certainly willing to work
25 on that - we will call it off-site mitigation to

1 figure out what we need to do.

2 CHAIRMAN STUTO: Paul Rosano, our Town Board
3 Member?

4 MR. ROSANO: Peter, just to let you know that
5 we have gotten numerous complaints about that pocket
6 park. With the basketball players and the kids hanging
7 out - I have heard this forever. I think we need to
8 hear from neighbors that are up the other end of
9 Nutwood. We need to hear from the people who are
10 actually going to be seeing these people, bringing
11 more people to that pocket park. We should really hear
12 from those residents. I have heard from the many
13 times, but I want you to hear from them about the
14 noise and kids -

15 CHAIRMAN STUTO: I remember the names of the
16 gentlemen who were here last time. They may have
17 different perspectives.

18 MR. ROSANO: Do you see that, folks?

19 MS. AWLING: I used to use that pocket park to
20 play tennis. I see the kids there. There are puddles
21 all over from the asphalt that is there. Some of these
22 kids were trying to play basketball all summer. And we
23 have people there -if the tennis part of it was
24 cleaned up, you'd have adults there playing tennis.

25 MR. ROSANO: A good friend of mine moved out of

1 that area. His name is Bill Brown. His kids played
2 there all the time but I have heard over the years -
3 because of my job at the Town -we have gotten a lot of
4 complaints. Whether or not it's real and the kids are
5 hanging out there, or not, we still have to react.

6 MS. AWLING: I have seen cars parked there. I
7 think there might be drug dealings going on there. I
8 think if the police if they had time would come up and
9 down the road every other night or day, it probably
10 might be taken care of.

11 MR. CAREY: I think that we want the kids to be
12 there. That's what the pocket park is for. I don't
13 know how much it aggravates the neighbors but if the
14 kids are hanging out there too late, we certainly
15 could get a patrol car to go through and keep an eye
16 on things.

17 On any given shift, things are busy at times. I
18 don't think there's ever a problem having a patrol car
19 go through there.

20 CHAIRMAN STUTO: Is there a time limit on the
21 park?

22 MR. LACIVITA: Dusk.

23 MR. CAREY: I know that the lighting and there
24 is an adequate. The park is not really big, so I don't
25 think there is a big cost factor attached to that. It

1 does really need some attention. It is in rough shape.

2 MS. AWLING: Half the time the tennis court is
3 flooded because the drainage doesn't work.

4 CHAIRMAN STUTO: Well, if you're going to have
5 it you may as well have it be nice.

6 MS. AWLING: Jamie, while your attic, you can
7 fix my road, too.

8 MR. EASTON: There is a limit to everything.
9 Certainly, we are willing to -

10 MS. BURCHARDT: First of all there is a
11 correction. You're referring to Nutwood drive. It is
12 Nutwood Avenue.

13 MR. GRASSO: Sorry, I apologize.

14 MS. BURCHARDT: Basically, Dee was talking
15 about the pocket Park, the same thing that I was.
16 Basically, when you refer to your new development -- I
17 know that I'm going off for a minute here -- on the
18 excess in the road with and the whole nine yards, did
19 these new developments have drains and drainage and
20 water problems and all this other stuff? Our
21 neighborhood, they did a beautiful job putting in new
22 creeks and made them deeper and the whole nine yards.
23 It's this far from the top already (Indicating). We
24 live at the bottom of the hill with the speakers come
25 down - they love speeding down the road. The thing is,

1 you can compare us to apples and oranges.

2 CHAIRMAN STUTO: So, what do you want to know
3 about? The drainage?

4 MS. BURCHARDT: No. I mean the drainage is
5 going to be affected. I'm sure that it's going to be.
6 They always say no, but when they put the first
7 development in the drainage was more -

8 CHAIRMAN STUTO: That was a long time ago. The
9 standards have changed. We will talk about that.

10 MS. BURCHARDT: When I come down the bottom of
11 Nutwood, near Albany Street - I don't know if the
12 people in the development have water problems.

13 CHAIRMAN STUTO: What other issues do want to
14 talk about?

15 MS. BURCHARDT: Basically, the pocket park. I
16 would like to take my grandson there.

17 CHAIRMAN STUTO: So, you think that it needs
18 help.

19 MS. BURCHARDT: Yes. They need some love and
20 care. My street, too, with construction going on - my
21 street is the only street that does not have the
22 weight limit, outside of Nutwood, for construction
23 vehicles going up and down the road. I have checked
24 and Bonner coming in from Cordell does. Overland does.
25 My street does not. Does that mean you're going to use

1 Nutwood for all of these heavy construction vehicles
2 or are we going to open up Bonner and use the
3 construction vehicles there? I don't know if you folks
4 go down Nutwood Avenue, but if you look at our street,
5 our street is narrow but it's in bad shape. Another
6 thing is going to the pocket park you have to hold
7 your breath. Those vehicles that are coming don't slow
8 down.

9 CHAIRMAN STUTO: You're right about that.
10 There's no sidewalk, obviously. It's a dangerous road.
11 Is there way to carve a path from somewhere else to
12 that pocket park?

13 MS. BURCHARDT: You'd have to go through a
14 stream to do that.

15 CHAIRMAN STUTO: Dee Awling?

16 MS. AWLING: I think it's all been said. I just
17 want to correct Mr. Rosano. There was a gentleman and
18 I don't know his name but he has two little girls and
19 the reason he moved there was because of the park. He
20 teaches tennis. I have to agree with Sally. I have
21 lived in that neighborhood since I was basically five
22 years old. And also just a comment on the neighbors
23 that live across from the park - basically, if you
24 have a problem with people in the park -- when I hear
25 there are cameras and whatever and I take my grandkids

1 there, I'm really going to pursue this matter.

2 MR. AUSTIN: I don't think that the cameras
3 were part of the Town.

4 MS. AWLING: I know they were not. It's a
5 private thing. It didn't go quite kosher with other
6 people that heard this and who had children in that
7 area.

8 MR. AUSTIN: I think the Jamie wants to know
9 and we want to know how far does he have to go? How
10 far does he have to go to improve this thing? Are
11 there any limits?

12 CHAIRMAN STUTO: That's up to us.

13 MR. AUSTIN: What do you want?

14 MS. BURCHARDT: I think the people that moved
15 there many years ago would like the same thing. We
16 would also like another way out. We know that's not
17 going to happen. So, help us fix up our neighborhood.

18 MS. AWLING: Basically, if you go down Cordell
19 Road we have solar panels there and we have the
20 railroad tracks there. We're going to have another
21 place down there that's opening up. Our neighborhood
22 is really getting polluted.

23 To be honest with you, I don't even know who
24 would want to buy a house way back in there. To be
25 honest with you, with everything going on, I feel bad

1 because of the things that might be going forward
2 eventually.

3 CHAIRMAN STUTO: Can you talk about drainage?
4 Can you talk about the construction schedule? We will
5 think about whether we want to do it all intensely or
6 spread it out.

7 MR. EASTON: And drainage, especially when most
8 of the residents talk about Nutwood - in that area
9 there is a drainage problem because they are within
10 the hundred year floodplain in that location. It runs
11 right area and right next to the pocket so, it takes a
12 lot of feeders and things like that. So, you are going
13 to experience water and things like that.

14 MR. GRASSO: Not as it relates to this project.

15 MR. EASTON: Thank you, Joe. Not as it relates
16 to my site. Due to the topography where if you've
17 actually gone down Lupe Way, you drive in the
18 cul-de-sac and you see how it goes downhill.
19 Everything is naturally flowing away from your houses
20 onto Nutwood. Plus, we have to basically do as the
21 Chairman stated - we have to manage storm water now.
22 We have to do it much more stringently than before.
23 Before if a gallon of water ran off the site, I can
24 only allow a gallon of water to go off the site now.
25 Certainly, I am going to have more gallons of water

1 because of the development because the trees can't
2 suck it up. I have to manage all of that into all of
3 that stuff and the TDE reviews that report in the
4 Town's Storm Water Department also reviews my storm
5 water report. When that is all done, DEC reviews my
6 storm water report to make sure that everything is
7 done in accordance with law so that no one else is
8 impacted off-site due to my proposed development.

9 CHAIRMAN STUTO: Do you have storm water sites
10 on one of those drawings?

11 MR. EASTON: Yes. As you look at it, you will
12 see two lighter green areas where it's placing storm
13 water.

14 The stream corridor - you are certainly aware
15 of where Nutwood is in the back of Morocco Lane. There
16 is a stream back in that general area behind those
17 houses. All my storm water actually goes to a
18 watershed. It goes in a different direction and then
19 converges much farther downstream before it comes
20 together. All my water doesn't even go near you guys.
21 Based on the fact that I might be doing something with
22 the pocket park and being there - I think some
23 drainage improvements could be improved in that area
24 to help some of those things.

25 MR. AUSTIN: The one thing that we always tell

1 the residents is they cannot make the water worse by
2 their plan. They can only make it better or keep it
3 the same. They are pretty stringent on that as far as
4 making sure the storm water is in control.

5 CHAIRMAN STUTO: How about construction? What
6 is the construction schedule and what are the options?

7 MR. EASTON: The construction schedule
8 realistically will probably -- we will probably build
9 this project in two phases of construction to build 44
10 houses. We will probably build half of it - 20 houses
11 in the first shot.

12 CHAIRMAN STUTO: How about the roads in the
13 infrastructure? Are you going to do that all in one
14 shot?

15 MR. EASTON: No, that's probably going to be
16 half and half. It would be very similar to what you
17 see in other places where you build about basically 20
18 houses, see how sales go and then you go to the next.
19 Based upon this construction and the roadways and
20 things like that, you are probably talking four to six
21 months to install the infrastructure and roadways.
22 You've kind of all seen before with the blue stakes in
23 the green stakes and the for sale on the lots as you
24 drive by it. It probably will take four to six months
25 to have those for-sale signs up. Building a house

1 typically takes -- they always say three months, but
2 they lie. It's more like five to six months to build a
3 house and completely finish it out. How sales are
4 based upon target sales and pricing. If they sold
5 every house in here for a dollar, we would all be
6 there and buy three. If they were trying to sell them
7 for \$1 million, none of us would be in line to buy a
8 house. The sales in the forecast - I can't really go
9 into because it all depends on who is building the
10 houses and what they try to sell the houses for. It
11 can affect how quickly they sell. The construction is
12 four to six months to put the roadway in.

13 MR. LACIVITA: Is there any looping into the
14 water for this to help with the phasing?

15 MR. EASTON: Realistically, the water line
16 would loop very similar to what Latham Water would
17 want.

18 MR. LACIVITA: So, you're going to dead end
19 down by the cul-de-sac?

20 MR. EASTON: Yes, there will be a water loop
21 that will be dead ended. Some of the phasing aspects
22 of it would be worked through the TDE and the
23 different departments as we go through it. No one is
24 building 44 lots right off the bat anymore. We foresee
25 that is building 20 and 20.

1 MR. AWLING: If we go ahead with this building,
2 you're not going to just come in and clear-cut
3 everything are you - like some of these other builders
4 do?

5 MR. EASTON: It depends on the grading plan.
6 Knowing that the houses on Morocco - the ones we are
7 backing up to our higher in elevation than us -- and
8 looking at the preliminary grading, we should be able
9 to keep that tree line there for the houses on the
10 back of Morocco. In some of these areas for grading
11 purposes and getting the roadways to Town standard, I
12 can't really say that were going to clear-cut the
13 whole thing. Until we do the grading plan and the
14 final detailed design, I'm not going to say I'm going
15 to clear-cut the whole thing or there is going to be
16 patches of areas that will be clear-cut it.

17 MR. AWLING: This is an old area and they
18 should be patches of something left.

19 CHAIRMAN STUTO: Ma'am, I'll just say from my
20 perspective they are very small lots and they are
21 preserving -- how many acres are you preserving?

22 MR. EASTON: Forty-one acre.

23 CHAIRMAN STUTO: They are preserving 41 acres
24 that they are never going to touch. Because they have
25 a conservation subdivision, the lots are going to be

1 smaller. How big is the average lot?

2 MR. EASTON: The average lot is 13,000 square
3 feet.

4 CHAIRMAN STUTO: And the standard lot is
5 18,000. They're going to take down trees with are
6 doing development.

7 MR. GRASSO: I would expect that everything
8 that is green - colored green on the plan would
9 basically be clear-cut.

10 CHAIRMAN STUTO: But you're going to try to
11 save something where the houses are not, right?

12 MR. EASTON: Again, because they are mature
13 trees in that area, it all depends upon the roadway
14 profile and how it matches the existing grade. If I'm
15 a builder and I see a beautiful tree and it's
16 possible, he's going to keep that tree. I have seen
17 subdivisions where they keep the trees.

18 CHAIRMAN STUTO: When we get to the next phase,
19 let's talk specifics on that to get more detail.

20 MR. GRASSO: Do you know the size of that area
21 in green?

22 MR. EASTON: It's about 15 to 20 acres.

23 MR. GRASSO: So, generally the one limitation
24 I'm clearing is they normally can't disturb more than
25 five acres at one time. So, they will disturb that

1 five acres and build on it. It may be made up of roads
2 or yards or homesites. Then, they will build on it and
3 stabilize it with grass or trees or other vegetation
4 before they can disturb another five acres. The state
5 does regulate how much exposed soil you can have at
6 one time and that is currently five acres.

7 CHAIRMAN STUTO: Mr. Slezak, did you want to
8 talk again?

9 MR. SLEZAK: When you start building or
10 clear-cutting in putting the roads in, can there be
11 times like restraints when construction vehicles will
12 use Bonner?

13 CHAIRMAN STUTO: Yes.

14 MR. SLEZAK: So, that when the kids that are
15 going to school and the buses - it's not all
16 converging at the same time on Bonner Avenue?
17 Satellite, cement trucks can't use Bonner Avenue until
18 9 AM when everyone is in school and work? The cement
19 trucks are coming back and forth -

20 MR. GRASSO: I've never seen that time
21 restriction during the day. I've never seen
22 construction restricted later than 7 PM.

23 MR. SLEZAK: On Bonner Avenue where it's 19
24 feet -

25 MR. GRASSO: I understand the concern. There is

1 an enforcement issue that when you try to over
2 restrict construction related traffic -- you're
3 dealing with deliveries that are coming from long
4 distances and other companies. The restrictions get
5 lost in the communication. Then you're creating
6 unhappy neighbors because the regulations are not
7 being enforced. They should be practical.

8 MR. SLEZAK: I think myself and a couple of the
9 other neighbors were talking -- I know that you can't
10 build 44 houses at once because you need the money for
11 the sale, but we would rather have it condensed - have
12 it condensed time and get it done and then it's all
13 over instead of being over three, four or five years.
14 I'm assuming that you're not going to repair the roads
15 until after the construction is done.

16 CHAIRMAN STUTO: After Phase I or after Phase
17 II? He says that he's clearly breaking it into two
18 phases

19 MR. GRASSO: I would say it would be at the
20 tail end of Phase II. It's the concrete trucks that
21 will just wreck the road.

22 CHAIRMAN STUTO: You're going to break ground
23 in the spring?

24 MR. EASTON: If we can get throughout the
25 approval processes, yes.

1 CHAIRMAN STUTO: So, Phase I will probably be
2 2017. I mean, infrastructure wise.

3 MR. GRASSO: I think it would be 2018.

4 MR. EASTON: You might see it in the winter
5 time with the clear-cutting and the Indiana Bat issue.
6 You may start seeing stuff in the winter time. I think
7 going through this process before, I think Joe Grasso
8 is correct. I think the spring of 2018 would be a
9 reasonable construction start.

10 MR. GALVIN: What is the purpose of the second
11 entrance towards the cul-de-sac? That would draw
12 traffic through the new sections of Bonner and Morocco
13 Lane which is swarmed with kids in the spring, summer
14 and fall.

15 MR. EASTON: The reason that we have the two
16 entranceways is again, we try to promote traffic flow
17 and circulation and prevent dead ends. We are trying
18 not to from a planning point of view have this
19 dead-end and create more dead ends all over the place.

20 MR. GALVIN: I'm saying to mitigate some of the
21 traffic issues, keep the traffic from going in those
22 neighborhoods with little kids and have that one
23 entrance and then maybe make the cul-de-sac before
24 that one road.

25 MR. LACIVITA: I do not think fire services to

1 buy into that because if something happen, they need
2 the capability of getting out.

3 MR. GALVIN: There are neighborhoods in
4 Niskayuna that have the same issues and they have
5 paved through ways with those vehicle blocks and the
6 emergency services that have keys to the locks.

7 MR. GRASSO: We generally try to limit the
8 lengths of the cul-de-sacs. That's something that I
9 don't think the Town with support - having that long
10 cul-de-sac. The original layout actually didn't have
11 that one cul-de-sac. That was as a result of trying to
12 address some of the other comments.

13 CHAIRMAN STUTO: I'm going to try to summarize
14 here if I can. I think that the developer has gone
15 fairly far in improving this plan. We have seen
16 several renditions. He could build 60 some houses and
17 he was down to 52 last time and now he's down to 44.
18 It is not a perfect situation, in the sense of the
19 condition of Bonner Road.

20 With respect to what we talked about in terms
21 of mitigation the impact, I think that we said that we
22 were going to seriously look at improving Bonner Road
23 may be two, three or four extra feet width but
24 selectively done and really study house by house going
25 down there. We need to see where this makes the most

1 sense. Trail access, I think we've talked about that
2 in the pocket park. We will discuss that more with
3 Joe. With respect to traffic, I think we talked about
4 those issues exterior to the development. I would like
5 to suggest to the gentleman who wrote the letter that
6 he go to the highway safety committee and bring those
7 proposals forward. That's basically my summary. We
8 have heard from the residence. We're doing the best
9 that we can to mitigate the impacts. That's sort of my
10 summary and where I think we are. Would anyone else
11 like to add anything else?

12 MR. GRASSO: As a reminder I would like to add
13 two things that I brought up. Looking at a buffer
14 between the existing residences in the new lots that
15 backup - preserving some buffer there. The second was
16 the comment from fire services which I think is really
17 important and that is to sprinkler the homes.

18 CHAIRMAN STUTO: How does the applicant feel
19 about that?

20 MR. EASTON: We have not fully looked into
21 that.

22 MR. ADAMS: I'm a landowner. Basically, it is
23 market driven. You are basically adding \$10,000.00
24 onto the cost of the house. We can offer that. We have
25 no problem offering sprinkler systems. But I think we

1 should leave that to the homeowner to make that
2 decision whether he wants it or not. They could price
3 some people out of the house and it is market driven.

4 MR. GRASSO: The figure that I got from Joe
5 Bisognano is two dollars a square foot.

6 MR. ADAMS: There is maintenance on top of
7 that.

8 MR. GRASSO: I would recommend that we set up a
9 meeting with Joe Bisognano because Joe feels very
10 strongly about it. Just so you know, those concerns
11 were expressed by many builders and I have brought
12 them back to Joe and Joe has it well documented. He
13 builds a very convincing argument regarding
14 residential sprinkler systems. I think that it is
15 important to advocate for his concerns because he felt
16 strongly about the number of homes on a single point
17 of access and that was his recommended mitigation.

18 CHAIRMAN STUTO: Okay, we have before us an
19 application for concept acceptance, with all the
20 considerations that we discussed tonight. Do we have
21 a motion?

22 MR. SHAMLIAN: I'll make the motion.

23 CHAIRMAN STUTO: Do we have a second?

24 MR. AUSTIN: I'll second that.

25 CHAIRMAN STUTO: All those in favor, say aye.

1 (Ayes were recited.)

2 Opposed?

3 (There were none opposed.)

4 The ayes have it.

5 We hope you come back with a lot more detail
6 on the items that we have discussed.

7 We thank the neighbors for coming tonight.

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9 (Whereas the entitled matter was concluded at 9:25
10 p.m.)

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CERTIFICATION

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I, NANCY L. STRANG, Shorthand Reporter and
Notary Public in and for the State of New York, hereby
CERTIFY that the record taken by me at the time and
place noted in the heading hereof is a true and
accurate transcript of same, to the best of my ability
and belief.

NANCY L. STRANG

Dated _____

