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PLANNING BOARD
AUGUST 15, 2018

PLANNING BOARD

MICHAEL G. DOBIS,
Chairman

HAROLD VAN EARDEN,
Vice Chairman

WILLIAM RICE

ERINN KOLLIGIAN

RON SLONE

DAVID GABAY

BRETT HEBNER

JEFFREY HURT &
DAVID CATALFAMO,
Alternates

A meeting of the Wilton Planning Board (“the Board”) occurred on August 15, 2018 at the Wilton Town Hall, 22 Traver Road, Wilton, New York.

PLEDGE OF ALLEGIANCE
CALL TO ORDER:

REGULAR MEETING: Chairman Michael Dobis calls the regular meeting to order at 6:32 pm. He requests a motion to address the July 18, 2018 Board minutes.

MINUTES APPROVAL: Ron Slone moves, seconded by Harold VanEarden, for the approval of the meeting minutes of July 18, 2018 as written. Ayes: Harold VanEarden, Erinn Kolligian, William Rice, Ron Slone, Chairman Dobis, David Catalfamo and Jeffrey Hurt, Alternates.

I. APPLICATIONS

A. CAHILL’S FOREST 15-LOT CONSERVATION SUBDIVISION:

Chairman Dobis announces that the application has been taken off the Agenda.

B. ALPIN HAUS AMENDED SITE PLAN: Application for Amended Site Plan approval for the construction of a 640 SF addition to an existing building. The existing commercial site is located on Gordon Lane on 22.8 acres; Tax Map No. 115.-1-39.2, zoned C-3. David Baker is representing Alpin Haus, Inc. in its application for site plan amendment. The addition to the existing service structure of a 16’ x 40’ unimproved addition, metal skin on a 5-inch slab, unimproved shed roof, two light bulbs and ten-foot door. No insulation or RH factor just storage for parts to maintain the RV’s in for service. Mr. Ripper, Town Engineer, asks for confirmation that the emergency squad and fire department have been sent the site plan. Mr. Baker sent them off via email and responses were sent back, basically they had no issues with the plans; he asks if that is sufficient to satisfy their requirements. Ms. Harlow, secretary, states that she did receive a response from Nashua Alexander, Director of the Wilton Emergency Inc. She has not seen a response from the Wilton Fire Department. Mr. Baker will check on that. The LP tank is scheduled to be moved to be, no less than 10 feet away from the structure as required by Fire Code. The bollards will be placed near the LP

tank and fueling point. Mr. Riper: the bollards should be noted on the as-builts which are required. This is a minor shed attachment to the existing structure behind the new sales building. It is at the back of the property; not visible from the road and it presents no traffic issue. In addition, the plans must show all the storage areas that are being used for inventory expansion. A memo dated 8/10/18 from Mark Mykins, Fire Code Officer, indicates trailers are being parked around buildings and in the storage parcels as well. The stormwater documents have been updated. Applicant will take care of any issues as far as Fire Code issues. The Board has no further questions and the Chairman asks for a motion. On a motion introduced by Erinn Kolligian, the Board adopts the following resolution:

NOW, THEREFORE, BE IT RESOLVED: that the Planning Board approves the Amended Site Plan application by Alpin Haus, Inc. for the construction of a 640 SF addition to an existing building at a commercial site located on Gordon Lane, Tax Map No. 115.-1-39.2, zoned C-3, contingent upon the compliance with the requirements of the Town Engineer Ryan Riper's letter dated August 10, 2018. There are no new or different environmental impacts requiring further SEQRA review. The motion is seconded by Ron Slone, and duly put to vote, all in favor on this day August 15, 2018.

Harold VanEarden, Vice-Chairman of the Board, recuses himself and leaves the dais at 6:38 pm.

C. HIRAM HOLLOW REGENERATION CORP.: Application for Amended Site Plan approval for the construction of a 9900 [7700] SF interim recycling facility located at 100 Washburn Road on 23.9 acres; Tax Map No. 102.-1-28, zoned CRT. Dave Blair from Casella Waste, representing Hiram Hollow Regeneration Corp., in its application for an amended site plan. He introduces Amy Davies, who handles engineering and environmental concerns. He updates the Board and Ryan Riper on the revised size of the building, which is 7700 SF, not 9900 SF. The Applicant is proposing to put a fabric structure (70' x 100' x 32' H) at the area on the north side of the lot that is currently utilized for roll-off container box lay-down area covered with stone material. The structure will be used for recycling material and processing. The recycling transfer station is located at 100 Washburn Road.

On June 22, 2018 there was a fire at the Hiram Hollow transfer station which resulted in a complete loss. Recycled material was processed there as well as C&D (construction demolition) and MSW (municipal solid waste). Currently the applicant is going through the registration process with NYSDEC for a temporary facility to process internal recycling material that would be collected by trucks from households in the community. Applicant also agreed with NYSDEC to accept material from municipalities or towns having trouble disposing of their material. That agreement would have to be approved through NYSDEC, but his company did agree to recycle that as well. Ms. Davies confirms that the material will be recycled, not disposed. Mr. Rice asks if this is all recycling and Mr. Blair confirms that no other materials will be processed in the structure, only recyclables. Hiram Hollow use to process C&D and MSW. Chairman Dobis recalls Mr. Blair mentioned other municipalities are having trouble. Mr. Blair says for instance Fort Edward currently has no place to bring its recyclables. NYSDEC asked if Casella is approached by other municipalities, would it help them with recycling. It will be on a case by case basis and would have to be run through NYSDEC for its approval. It's only for towns and municipalities, not the general public. Casella will be taking the recycling and transferring it to either Sierra Processing or Rutland. Mr. Catalfamo asks where these towns and municipalities are and how far of a catchment area. Mr. Blair says that hasn't been determined and hasn't been discussed with DEC. Ms. Davies states that our [Casella] registration

application qualifies that we accept materials from Saratoga, Warren, and Washington counties. Since the June fire six weeks ago, the materials have been diverted to several different outlets, creating a routing “nightmare”. The interim structure would allow centralization of the process. In the meantime, other measures have been implemented to go to other locations. How long that can be sustained and still serve their customers is critical. At this time no recyclables are being brought to the Hiram Hollow site. The Chairman has had phone calls from neighbors hearing noise and seeing trucks going in and out. Two kinds of trucks have been described: dump trucks and recycling/garbage trucks waiting generating noise in the morning and afternoon and it appears that product is being brought in. Mr. Blair says currently nothing is coming into the Hiram Hollow site. A lot of yard waste is being removed and put in dump trucks. This is done by a contractor in the last two weeks. Trucks are coming in with recyclable material and are weighed on the scales. The material that will go back out as recyclables and continue to be diverted to other locations. There is an active permit in place.

Mr. Blair wants to address the questions in Mr. Riper’s engineering review letter. The volume of material going through the interim facility is approximately 30 tons a day. The neighbors would see a decrease in volume during the period the temporary facility would be utilized. The permanent structure should be done by Spring 2019. There are long lead times obtaining steel for building the permanent structure, but we want it up as soon as it is feasible. The proposed permanent structure will be similar to the one that was destroyed and will be on the existing concrete slab. The interim structure will be on the existing gravel pad to the north, out of the way of the construction of the permanent building. Mr. Rice asks about the stone material. Mr. Blair is proposing asphalt be put down as a flooring. Mr. Mykins suggested sealing the asphalt floor. It could be pitched toward the center, that way the spill pits could be used in the center if needed. Mr. Stone asks about the fabric. It is a high-density fabric, similar to the Wilton salt-storage building. The interim structure will be taken down within a reasonable time after the new permanent structure is built. They want to market and sell the fabric structure. The process is the same, the materials will be dumped off and loaded on trucks.

Mr. Rice asks about the disposal methods for liquids; drainage issues and use of spill kits. Ms. Davies: NYS Part 360 regulations state that residual liquids for recycling facilities must be handled in a manner that is acceptable to the State. If there are residual liquids, there are spill kits on site that can be used for absorbing material and then disposing of it. Mr. Riper follows-up about the contamination by trucks via rainwater through the porous asphalt. He asks if DEC addresses that with an impermeable surface. Ms. Davies: NYS doesn’t consider asphalt or concrete as porous substances. There are spill regulations about hydraulic fluid spills on highways, essentially those are handled by use of “pig mat” absorption materials or other absorption methods. Spills will be handled and addressed, no liquids will be left on the floor. They are closed body trucks and are not exposed to the stormwater, once the material goes into the truck, it’s completely enclosed. There will be a 2 to 4-inch grade away from the building so water wouldn’t go into the structure. The proposed interim building will be open at both ends during hours of operation and will be closed after hours. The plan that was submitted to NYSDEC and that has been approved today is based on the plan being presented to the Board. There are additional registrations specifically for the tent operation which included submitting site plans, a description of the building, and the operation and the traffic that would be coming in. The recyclable materials will not produce a significant amount of liquid. Applicant sent the application and plan to DEC to register the interim facility and requested an additional permit [see materials presented to Board.] The plan is to procure the temporary building

in mid-October which will take 4-6 weeks, and after it's received, it will take approximately a week to construct it. While that process is going on, the pad could be built and ready. Applicant will have to obtain a building permit, says Mr. Riper. Once the interim structure is removed, they would keep the asphalt area for storage.

Mr. Hurt asks, in the case of oil contamination, are there oil/water separators? Ms. Davies responds that is not required for recycling. Mr. Rice repeats his concern about liquid contaminates. Is there anything to absorb it, like a sump, asks Mr. Hurt. Ms. Davies: there would not be a sump for the temporary operation. We take zero-sort recycling with paper and cardboard mixed in with plastics and other materials, the paper works as a good absorber. There are spill regulations about residual liquids from recycling materials. She describes the use of pig-mats and speedy-dry for clean-ups and removal of contaminated soils. The instances of spillage are logged if over 5 gallons or on a porous surface like sand or gravel. DEC does perform annual inspections and may come on site any time.

Hours of operation are discussed. The temporary structure will allow recycling operation safely between sunrise and sunset. The operation would not continue outside normal hours. On the current registration, the hours are 7 to 3 Monday thru Friday and Saturday from 7 to 12. DEC permits are required to have the hours of operation i.e. when the gate is open. There is allowance of 30 to 60 minutes of operation beyond that or with DEC permission. There is not going to be electricity or power to run this building, so it will need to be operated during daylight hours. Conditional approval should be contingent upon requiring the hours of operation that were approved on the original site plan.

Mr. Riper: Most of his questions have been addressed. There should be a timeframe for the removal of the temporary structure; the number of months from the date of Certificate of Occupancy for the permanent building. If an extension is needed that request should come before the Board. Mr. Hurt asks about countermeasures for spills. Ms. Davies will send a copy of the SWPPP filed in 2018 to Mr. Riper. No response yet from emergency service agencies which have 30-days to review and make comments. The Board decision should be put off until September 19, 2018 so that those agencies have an opportunity to respond. Ms. Kolligian expresses her concern, in view of the fire that went on for 3 days, that no approval should be given until the Wilton Fire Department has responded. Mr. Rice agrees and so does the rest of the Board. Mr. Riper adds that the design of the slab should be crushed stone with asphalt as a requirement; also, that the perimeter of the building have run-off controls.

No Action: Project Tabled.

II. DISCUSSION

FOREST GROVE CONSERVATION SUBDIVISION: Forest Grove, LLC

Application for a Conservation Subdivision for 310± single-family residential units on 7 different tax parcels totaling 550± acres of land. Details of subdivision plan are contained in the EDP Project Narrative dated June 6, 2018.

On behalf of Forest Grove LLC Joe Dannible of EDP and Peter Belmonte are here tonight to update the Board on some of the outstanding items related to the project, one being the subdivision access coming off Jones Road in the form of a roundabout.

This plan was presented to the Board in July. None of the five communities and lot sizes have changed since the subdivision plan was submitted. The road alignments may have changed slightly due to more details in the plans. The roundabout design question is whether to go with a three spoke or a four spoke design. The applicant has contracted with Barton and Lajoudice who will be doing the full roundabout design for them as well as working with the Town. Mr. Dannible stated that it was a Town road roundabout, not a DOT roundabout; this will have slightly different finishes. A lot of research and investigation was done into a second means of egress to the site. The current proposal is to open an entrance on Jones Road with a secondary emergency access on Putnam Lane. We have worked diligently with project attorneys, title companies and have come to the conclusion that the best and most appropriate way to get a second means of egress to the site is to provide an emergency access road extending from the end of the pavement on Bullard Lane into the project site. There will be a 16 ft. wide paved emergency access road that is gated on both sides. The gates will be fitted with the appropriate keys in a Knox Box system for the Town of Wilton, to access the site in an event of an emergency. Mr. Dannible thinks it is a good benefit for the community to have that type of access to the property and it was seen appropriate by some of the people at the Town Board.

Mr. Rice asked about the letter from Nadine Shadlock, the project attorney was about. It has been forwarded to the Town's attorney. Attorney Schachner has had a chance to review it. Bullard Lane is still a Town right of way to provide access to the various parcels that exist and are essentially landlocked having no public access to public road frontage. The public road frontage on is Bullard Lane. The road was never abandoned at the time when the Northway was cut through there, so it still exists as a user road. The current road beyond the termination of pavement of Bullard Lane, was dead-ended at that time. Mr. Rice: Where does that letter say Bullard Lane ends now. Mr. Dannible: The way it's interpreted Bullard Lane is a user road that extends as far as it needs to provide access to all of the landlocked parcels. It extends all the way to the Northway. In our interpretation, Mr. Belmonte explains, the road was never formerly abandoned and per user rights still exists.

We are proposing per the recommendations of the Town and the traffic study is develop a roundabout for the entrance to our site on Jones Road. We have researched the cost of a roundabout and the design of the roundabout. The design that would be beneficial, not only to the traffic to be maintained during construction, is building the roundabout itself offset from the existing Jones Road. By offsetting it from Jones Road the entire roundabout can be constructed without interfering with the existing traffic flow on Jones Road. The Jones Road traffic would be diverted for a period of probably less than a week in order to make the tie-ins back to Jones Road and open that up. The construction associated with this roundabout would have very minimal impact to traffic on Jones Road as it exists since it is one of the busiest roads in the Town.

There are two design alternatives. one is a three-spoke roundabout where Jones Road comes in at about 100-120-degree angle from each other and a third point would be the main access to the site on a boulevard entrance. Putnam Lane would be rerouted to come into the subdivision and back out onto the roundabout. Putnam Lane has three existing residences on it, most all the frontage is owned by Mr. Belmonte, nothing else will ever be built on it. Mr. VanEarden thought Putnam Lane was going to be used for emergency access. As the plans continued to evolve some concerns were raised about access points and location. It was determined that having an access point almost on the complete opposite side of the project out to a different Town road would be the safest and most appropriate location for the emergency access. The second alternative is a four spoke roundabout, set up on a 90-degree grid. Putnam Lane is no longer re-routed into the community but becomes the

fourth spoke of the roundabout. Those are the two design alternatives they are considering both of them are removed from Jones Road and can be constructed without disruption to traffic. The roundabout has been the main focus and we are not sure what direction we are going in yet. We are putting up to this Board let them have their opinion and what direction they may want it to go. We will be working with the Town Engineer and the Highway Superintendent, certainly they will weigh in and have a strong opinion in which direction they would like to see it go. Mr. VanEarden asked about the lanes in the roundabout. Mr. Riper said it was going to be a single lane roundabout. Mr. Dannible explained some details pertaining to the roundabout and how it would be laid out. Mr. Belmonte: One of the primary purposes of the roundabout is traffic calming. You probably notice when you travel to Malta where it has the two-lane roundabouts, the average speed through the roundabout is relatively high because people can clip both lanes and straighten it out by us bringing it to a single lane roundabout it will create a much more calming feature.

The community will have a grand entrance sign, perhaps a large stone structure with a retaining wall, pillars and landscaping which will be the community identification sign that will occur at minimum, on one side of the entrance, we may have them on both sides. Other than that, there have been no significant changes to the plan. They are still proposing a trail system within the community. Mr. Riper suggests they mention the connection to Cahill's Forest. Mr. Belmonte said they approached the adjacent property owner who's doing the Cahill community and it was their final decision not to participate in the interconnection of the trails within the community. Mr. Riper explained there is a connection to the trail system next to the emergency squad and they would rather that be used instead of providing a pathway between the homes.

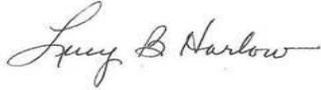
Mr. Rice asked about the roundabout on Route 50. Mr. Riper said that was in the future and it was being discussed and planned with Capital District Transportation Committee. They distribute funding both state and Federal for large projects like Route 50. It's long term planning and DOT is aware that the traffic concerns are there. Mr. Riper has met with several people at DOT to discuss the concerns. There are several options on Route 50 and its ultimately DOT's decision. The funding for the project might be 5-10 years out. In response to an inquiry from the audience, the roundabout at the entry way to the community is on Jones Road and that is being paid for by the developer. Mr. Catalfamo: What is the benefit of the alternate plan for the entrance, the diversion of the three houses? Why would you take them into the community, What's the benefit of that? Mr. Belmonte: It's a project, what we are doing is throwing all the ideas at the wall and one of them is going to stick. There are not necessarily benefits to one over the other. It's just an alternate idea and we want to share with the Board that alternate idea. Mr. Riper explained the three spoked roundabout is less confusing when driving through a roundabout. With a four spoke roundabout, the fourth spoke would only service three residences. Mr. Slone: I like the three spokes. I think it's just cleaner, simpler and I get that it may be a little farther for the three folks on Putnam. If you eliminate a spoke it's just one more point of confusion that's gone, seems cleaner and simpler. Mr. Riper said there would have to be a discussion with the highway superintendent, Kirk Woodcock.

Chairman Dobis asked Mr. Belmonte if he planned on communicating with the three residents on Putnam Lane. Mr. Belmonte promised to reach out to them once he had a better idea. He explained they want to include the engineers for the circle to give us their input. Mr. Dannible: over the next 5-10 days we will have a couple different concepts of this roundabout drafted up and we would sit down with Ryan, and Kirk and discuss these options and determine which way the Town would like to see it go. Mr. Rice agreed with Mr. Slone, the simpler the better.

III. ADJOURNMENT: Chairman Dobis asks for a motion to adjourn. On a motion introduced by Harold VanEarden, the Board adopts the following resolution:

NOW, THEREFORE, BE IT RESOLVED that the meeting of the Planning Board be adjourned at 7:54 p.m. The motion is seconded by Erinn Kolligian, and duly put to vote, all in favor on this day August 15, 2018.

Date Approved: September 19, 2018

A handwritten signature in cursive script that reads "Lucy B. Harlow".

Lucy B. Harlow
Planning Board Secretary