



**TOWN OF WILTON
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PLANNING BOARD
OCTOBER 17, 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 October 17, 2018 at the Wilton Town Hall, 22 Traver Road, Wilton, New York.

PLEDGE OF ALLEGIANCE
CALL TO ORDER:

Chairman Dobis explains there is going to be a short presentation by Peter Faith, GPI who did the traffic study for the Town, for this project. Joe Dannible, EDP on behalf of Forest Grove, LLC., update on any revisions to the Preliminary Subdivision plans.

I. PRESENTATIONS BY:

A. PETER FAITH, GPI
Traffic Operations Study; Jones Road/Route 50 Area
Prepared For: The Town of Wilton

Peter Faith explains GPI was hired by the Town of Wilton to do a study of the Jones Road and Route 50 corridor not just for the Forest Grove Development project. The study is of Route 50 in the vicinity of the Jones Road/Old Gick Road/Ingersoll Road intersections. To look at the forecasts of future traffic with and without the Forest Grove project, to see what type of delays would occur and what options are available to improve the conditions around Route 50. They examined a total of ten different alternatives and for the access at the Putnam intersection at Jones Road there were 3 different alternatives for the best way to get people in and out of this project.

Scope of a typical study:

- Traffic counts to establish the existing conditions in the area
- Review safety in terms of the crash history
- Development forecast for all development in the area not only Forest Grove
- Ten Year forecast, Study was done in 2017 forecasting for 2027 to see what the traffic flows would be
- Series of traffic operations analyses and traffic simulations

- Sight distance review at the relocated Putnam Lane intersection with Jones Road
- Compared all the alternatives to see what would work best
- Assessed the impacts of the Forest Grove project
- Developed findings and recommendations

The original traffic study for Forest Grove was generated from 250 lots and the current plans have a potential of 310 lots, an increase of 24%. The original plan would generate about 240 trips in and out of the Forest Grove project, 150 entering and 90 exiting. The increase will generate an additional 45 trips in AM and 58 in PM. This increase will not significantly alter the analyses and the conclusions would still be valid with the change.

- Explanation of solutions for Route 50 included widening of the road with turning lanes and dual roundabouts at Jones and Old Gick.
- Jones and Putnam Lane three alternatives, T intersection, widening of Jones Road with turning lanes and a roundabout option.
- The roundabout option will have a side benefit of traffic calming slowing traffic down.

Key findings and recommendations included in the report:

- Two alternatives for Jones Road and Putnam Lane access are feasible, turn lane alternative and the roundabout alternative.
- Forest Grove traffic will have minimal impacts to points west on Jones Road.
- Two alternatives for Route 50, Jones, Ingersoll and Old Gick Road area both would accommodate the forecast in traffic volume.
- Route 50 is maintained and owned by NY State DOT, funding would be needed for improvements.
- This study could help the Town in applying for grants, DOT funding and other planning organization funding.

B. JOE DANNIBLE, EDP
On behalf of Forest Grove, LLC

Joe Dannible, EDP on behalf of Forest Grove, LLC and our application for the Forest Grove residential community. Peter Belmonte who is the owner of Forest Grove, LLC and Tom Baird of Barton Loguidice, who has started to design the roundabout at the entrance of our site on Jones Road, are also present. We have been in front of the Board for the past several months going over various alternatives and different designs. Over the course of 7 years in its current state is a 312-lot residential community with various unit types, phases, clubhouses and great amenities for the community we are developing, but also for the community of Wilton.

- Nine Tax map parcels that make-up the community highlighted on the slide.
- One 35-acre parcel owned by the Town of Wilton, dedicated as park land.
- Enhanced park land and are adding park land to create the amenities for residents of the community and the Town.
- Entire parcel 550 +/- acres, sandy soils, rolling hills, abandoned farm lands, mature forest and exiting farm fields and mining areas.
- Comparison slide shows 550 +/- acres flip that exact identical acreage onto the other side of the Northway is an R-1 residential district, much more dense area of town. They calculated the number of homes within the same acreage, there are roughly 150 acres of open space including the golf course and over 700 residential units. This area could house additional units totaling 1000 residential units if in the R-1 district.

- Proposed community, cluster development, calculations based on Town regulations. Density calculations allows for 312 units. (see boundary survey comment below)
- Clustered 312 units on the southern end of the site.
- Land to the north will be open space, dedicated to the Town of Wilton, Creating a 358 +/- acre park. Close to a 400 +/- acre park including the 40 +/- acres owned by the Town.
- Town resident interrupted and voiced concern of only one ingress and egress. The Chairman stated the Public Hearing would address questions and comments.
- A Completed boundary survey of the parcel indicates there has been a reduction of the acreage of the property, from 552 +/- acres to 537 +/- acres. Impacts the overall density of the site to allow 304 units a loss of 8 units.
- Six different housing types to be constructed in four phases. Community will consist of townhouses/duplexes, small single-family maintenance free living, single family dwellings ¼ to ½ acre lots and large estate lots from 1 acre to 5 acre lots.
- Primary entrance on Jones Road constructed with a roundabout.
- First part of community developed with an Urban style, clubhouse, pool, community rooms, workout facility and a 5 to 10-acre pond.
- Center of community more traditional style.
- Rear of community more rural style with estate lots.
- Second point of egress extends to the east, Bullard Lane. Pavement on Bullard Lane ends about ¾ of the way down the road and the right of way continues into the project. They are proposing an emergency access road that will be gated.
- Amenities of project: trail system within the open space, pocket parks and trail head parking for Town residents to access the community.
- 6 miles of trails. Northern end of site 2.5 miles-3 miles of trails with a natural surface. Southern end of the site 3-miles trail system that will be paved with a gravel shoulder.
- Parking lots on Scout Rd. and Putnam Lane for Town residents to access trails.
- Club house for 304 units
- Proposed three leg roundabout at Jones Road and the entrance to the Forest Grove Community.
- Eliminate the connection of Putnam Lane and construct a new road within the community.

Chairman Dobis asked if the Board had any questions before he opened the Public Hearing. Mr. Gabay had a question about the safeguards of the pond. Mr. Dannible said there would be no swimming, there could possibly be docks with kayaks and canoes available to the community residents. Mr. Gabay clarified that it was more of a visual asset.

II. PUBLIC HEARING:

A. FOREST GROVE CONSERVATION SUBDIVISION Forest Grove, LLC

The following Notice of Public Hearing was advertised in the Saratogian Newspaper:

PLEASE TAKE NOTE that the Planning Board for the Town of Wilton will hold a **PUBLIC HEARING** to consider an application by Forest Grove, LLC for subdivision approval for the Forest Grove 312± lot Conservation Subdivision on 550 ± acres, inclusion of nine tax map parcels North of Jones Road near Putnam Lane. SBL's; 141.-1-25, 28, 29 and 141.-2-4.2 and 128-1-69, 71.22, 87 and 141.-2-2, 3 zoned R-2 in the Town of Wilton.

SAID PUBLIC HEARING will be held on Wednesday October 17, 2018 at 6:30 p.m. at the Wilton Town Hall, 22 Traver Road, Wilton, New York. At that time, all persons will be given a chance to be heard.

At 7:02 p.m., Chairman Dobis opens the public hearing.

Residents voiced their concerns regarding the following issues:

- Residents living on Jones road were concerned about getting in and out of their driveways
- Many residents expressed agreement, there was too much traffic on Jones Road already.
- Redistricting of schools was an expressed concern by many. Residents move to that area, so their children can attend Dorothy Nolan Elementary School.
- How are the lighting issues going to be addressed, headlights and buffering?
- Concern of density and how it was calculated for the number of homes.
- Major traffic concerns on Jones Road, Route 50 intersections of Jones Road, Old Gick Road, and Ingersoll Road.
- Seasonal traffic concerns.
- Is the developer willing to help maintain the existing level of service on Route 50?
- Security of proposed parking lots on Scout Road and Putnam Lane. Will lighting and infrastructure be provided by the Town or developer? Who would monitor the area, county or state police?
- What effort has been taken to address the planned renovation of the Jones Road bridge over the Northway?
- Who is going to pay for the infrastructure such as; water and sewer and natural gas?
- Would abutting residents be able to tie into water and sewer?
- Buffers to be established around the roundabout to mitigate headlights and noise.
- Suggestion of a second entrance and exit on Edie Road.
- Many boisterous concerns over one entrance and one exit.
- Why can't emergency exit be used as an entrance and exit?
- Who is paying for the roundabout?
- Chief of the Wilton Fire Department voiced a real concern with having only one access to this development. A request was made by Chief Brackett to make Bullard Lane a Town maintained Road. Station 2 is less than a mile away from Bullard Lane. There needs to be two accesses to this development.
- Wilton Highway Superintendent said he supports Chief Brackett and there should be access through Bullard Lane. Voiced concerns about plowing and drainage issues.
- Concerns of environmental impact such as the Karner Blue Butterfly.

- How is the developer going to mark boundaries to prevent trespassing in the future?
- Concern of property values, there are existing homes and we have availability, why create new ones?
- How is this going to increase our quality of living for people who are already here?
- Design of the roundabout, will there be wide enough shoulders for bicycles?
- Concern of not all residents on Knollwood Drive received notification of the project by mail.
- Chairman Dobis addressed the concern about adjacent land owner notification process.
- Residents stated that 20 years ago, maybe longer people came out and were dead set against the development because of the impact.

Chairman Dobis stated that the comments would be addressed by either the Board or the applicant, tonight or at the November 20th Planning Board meeting. He continued by saying many of the comments could not be addressed tonight.

Chairman Dobis did not close the Public Hearing. The Public Hearing will be continued and held on Tuesday November 20, 2018 at 6:30 p.m.

II. REGULAR MEETING: (7:38 p.m.)

PRESENT: Chairman Michael Dobis, William Rice, Harold VanEarden, David Gabay, Ron Slone, Jeffrey Hurt Alternate and David Catalfamo Alternate; Ryan K. Riper, P.E., Director of Planning and Engineering, Mark Schachner, Planning Board Counsel and Amy DiLeone, Executive Secretary

ABSENT, Brett Hebner and Erinn Kolligian

MINUTES APPROVAL: Ron Slone moves, seconded by David Gabay, for the approval of the meeting minutes of September 19, 2018 as written. Ayes: Harold VanEarden, Ron Slone, William Rice, Chairman Dobis, David Gabay, Jeffrey Hurt Alternate and David Catalfamo Alternate.

CORRESPONDENCE: None other than that relating to current applications before the Board.

III. APPLICATIONS:

A. FOREST GROVE CONSERVATION SUBDIVISION: Forest Grove, LLC

This is a Preliminary Application for a Conservation Subdivision for 312± single-family residential units on 9 different tax parcels totaling 550± acres of land.

Residents' concerns addressed:

- **Schools:** Chairman Dobis addresses the concern of the schools and redistricting. There was a meeting with the Superintendent of Saratoga Springs School District, in the late spring, regarding possible incoming students from proposed new subdivisions. The Saratoga Springs School District welcomes all new students.

Mr. Belmonte added 304 homes are going to take 10 years to build. He understands their concern it's a decision that the city of Saratoga makes as a school system that we don't impact as a developer other than building the homes.

- Security of parking lots: Mr. Belmonte: There is no specific plan in place for any type of security on the parking lots. The police will be notified that the parking lots exist. The intent is to be passive, not to encourage traffic in the evening or after dark.
- Exact location of trail heads: Trail systems are seasonal use only. Exact trail head locations have not been designated.
- Roundabout and bicycles: The travel lane inside the roundabout will be approximately 18 ft. wide with a 4 ft. shoulder around the outside, the entry speed is about 20 mph. This will make it possible for more experienced bicyclists to stay in the lane through the roundabout and the less experienced may use the shoulder or the edge of the lane. There will be plenty of room for vehicles to pass. Runners and walkers would also be able to use the shoulder. There will be a trail system with an asphalt surface, that will extend around the roundabout coming into the community crossing the roundabout and continuing down to Harran Lane. The trail will also continue down Putnam Lane to access the trail system in the open space.
- Boundaries of trails: Mr. Dannible addressed the marking of the boundaries and said it had been discussed with this Board and the Town Board. They would like to keep the nature trail as primitive as possible adding signage every 50 ft. along the trail. They have done various features in the past to identify where the rear property lines are. Sometimes there is signage, post and rail fence or a fence. Chairman Dobis asked if there would be survey pins. Mr. Dannible explained not every property will receive a capped iron rod in the corner of their lot. The marking of the open space will be worked out with this Board and the Town Board. Mr. Dannible explained the parcel that generated the question was adjacent to the pre-existing logging Road and there would be signage placed on the path.
- Karner Blue Butterfly: Mr. Dannible: We have received a letter from New York State Department of Environmental Conservation Heritage Program stating the proposed project will have no impact to the Karner Blue Butterflies.
- Payment of infrastructure: The developer is responsible for payment of water, sewer, natural gas, electricity, internal roads of the development and the roundabout on Jones Road. The developer is also responsible for payment of fees to various municipalities and agencies for traffic mitigation, water connection fees, sewer connection fees and National Grid fees. There is over a million dollars in fees being paid associated with this project.
- Developer to help traffic impact at Route 50: Developer will give a monetary donation toward the Jones Rd. and Route 50 intersection.
- Water and sewer connection: Water and sewer is owned by the Wilton Water and Sewer Authority, if the line passes your house you can tap it, there are fees to be paid. If you are not on the line itself, you can petition WWSA to help you orchestrate an extension of the line.
- Water and sewer: The developer is working with WWSA on the design of the offsite infrastructure. Currently the plan is to extend water from the end of Cobble Hill Drive underneath the Northway, down through Cahill's Forest on Harran Lane, down Jones Road to the roundabout and into the site from there. Sewer coming from Carr Road, up Jones Road, underneath the Northway to the roundabout and into the site. The course of the natural gas has not yet been determined.
- Impact of running water and sewer lines on traffic: Directional drilling moves quickly and does not impact traffic for a long period of time.

Chairman Dobis explains the process of land development.

- Second means of access to development: Chairman Dobis: We won't answer anything with traffic tonight. We need to sit down as a group of planners and engineers and look at it from there.
- Roundabout on resident's property: Mr. Belmonte: The roundabout is not going on any residential property. The roundabout will be on the north side of Jones Road and will not impact any residential property on the south side of Jones Road. The speed on Jones Road will drop from 45mph to 20 mph making a drastic improvement of the safety on the south side of Jones Road. The roundabout will be part of the initial phase.
- Headlight issue: Mr. Belmonte agrees the issue needs to be addressed. Mr. Belmonte: We need to collectively work together on how this is to be done because we do understand that there is a level of mitigation that we will be responsible for those front yards. The roundabout will be north of the existing right of way. When the existing Jones Road is abandoned, that section of pavement will be torn out and removed. It will open up a substantial area for some screen plantings and low earth berms to mitigate the headlight glare from the roundabout.
- Traffic interruption on Jones Road: The roundabout was intentionally located to the north of Jones Road, so it would not interrupt the traffic flow on Jones Road. When it comes time to make the tie in of Jones Road to the roundabout it will probably take a week.
- Putnam Lane and Jones Road: The connection of Putnam Lane into Jones Road will be severed once the internal road is finished in the development.
- Roundabout vs Turn Lanes: The other proposal was a widening of the road with left and right turn lanes. The road would be one lane wider, right turn lane into the development for south bound traffic and center turn lane into the development for north bound traffic. In this situation you would still be crossing traffic. The roundabout's cost is significantly larger but keeps the flow of traffic and reduces the speed on Jones Road is in everyone's best interest.
- Bullard Lane emergency access only vs Bullard Lane as second means of access: In the event of an emergency Bullard Lane would be open for residents to exit. Residents are questioning as to why Bullard Lane couldn't be used as a second means of access. Mr. Belmonte: At this point in time that is not our proposal. The resident stated it sounds like a good idea for safety reasons, access for the fire department and traffic. Mr. Belmonte: I do understand that, this has been a topic that has been going on for a while. I actually had some time this week and went up there and sat on Bullard Lane. It's a very quiet, lazy, casual country Lane. As I left, I had to wait 3 or 4 minutes to watch all the chickens cross the road. If we make that a thoroughfare, we are going to drastically change the character of that Lane. It is not my decision or my proposal to make that impact to that lane. If the Planning Board determines otherwise, then we will have to listen to the Planning Board. I'm emphasizing that it is not my intention to change the character of that lane.
- Sewer line on Jones Road, opportunity to widen the road for bicyclists: Mr. Riper: When sewer lines are installed they disturb approximately 10' x 10' area on the shoulder of the road. They have a machine that bores under the right-of-way and pulls a pipe through a bore hole; the whole road is not disturbed. Mr. Rice: The problem is the Northway overpass. Mr. Belmonte: We are creating a pedestrian walkway outside of the circle, there

was a large concern about how we could go through the circle. We have created the path around the circle getting people out of the circle away from the circle and they can still continue down Jones Road.

- Discussion on improvements of Route 50 being guaranteed, if the proposed subdivision is approved: Nothing is guaranteed, there is a process with NYS. The Town will have to work with the state to acquire grants and funds in order to get the Route 50 project on the future agenda.
- Density: Mr. Dannible explains the Town's density computations and how the developer comes up with a base density. The Town Board may grant a 10% density bonus above and beyond what is allowed by the base density. The developer has been before the Town Board and they have approved the 10% increase in the density in exchange for the dedication of land. The density bonus allows for 304-312 units under Town standards.
- Trail parking lots would draw-in more traffic: Chairman Dobis said he could not see that happening, the parking lots will have six spots not fifty. Mr. Dannible said it was not going to be like Gavin Park with multiple vehicles coming and going. The access is already there, they are creating an organized way for cars to park.

Chairman Dobis: Other than the traffic, access road and anything having to do with transportation; and we answered some of the transportation, or at least tried to explain as far as Route 50 and Jones Road. I think we have tried to address everything that we can tonight.

Mr. Rice asked what the general trend in enrollment was, at Dorothy Nolan. Mr. Riper said it was decreasing according to statistics. Mr. Gabay said enrollment peaked four or five years ago and is starting to decline now. He continued to say Dorothy Nolan has a higher concentration load compared to some of the other elementary schools.

Chairman Dobis wanted to start the SEQRA process. He asked Mr. Dannible about DEC. Mr. Dannible said they had ongoing conversations with DEC. Chairman Dobis said there would not be a determination on SEQRA because of the ongoing conversation with DEC.

Highway Superintendent, Kirkland Woodcock asked Chairman Dobis if they were going to talk about the road before they started the SEQRA process. Chairman Dobis: About? Mr. Woodcock: The access road. Chairman Dobis: We can talk about it, like I said earlier, what I want to do is, I don't want to make yes or no decisions on those things tonight. I want to make sure we get everybody together so when a decision is made, it's the best decision we can have. Obviously, the developer will be privy to that information because it's going to affect him. If we need to sit down with Ryan, myself and whoever else, and then present that to the Planning Board, at the next meeting. That's what I'm hoping to do.

Chairman Dobis continued by saying there were big decisions and small decisions that were not discussed tonight. The Public Hearing is still open, it will be open for the next meeting and we should have decisions made by then.

Mr. Woodcock thought it was important enough to start talking about the road tonight; Chairman Dobis told him to please go ahead. Mr. Woodcock expressed his concerns on why Bullard Lane should be a Town road. Those concerns included safety, Highway Department plow trucks, Closure of Jones Road, fire department, and EMS. Mr. Woodcock thought Mr. Belmonte should explore the idea of making Bullard Lane a Town Road. Chairman Dobis reminded Mr. Woodcock, Mr. Belmonte said it was going to be the Planning Board's decision.

Chairman Dobis referred to the time as being 9:00 p.m. and all opinions have been heard. He reiterated that he wanted to sit down with Mr. Riper, Mr. Woodcock and bring in the developer. Mr. Rice thought the fire department should be included. Mr. Woodcock expressed his feelings on the project to the Town Engineer, Ryan Riper prior to the meeting. Chairman Dobis said they were going to sit down, and Mr. Woodcock was invited, and anyone else who would like to sit in, and make those decisions like any other part of the process.

An involved resident who has been following this project very closely with a small group, was a little confused with the Highway Departments concern and the fire department concern of the emergency access. She didn't understand what was wrong with the proposed emergency access on Bullard Lane. The emergency entrance and exit are being addressed and she didn't see where there was a problem. Mr. Woodcock expressed concern over large trucks and emergency vehicles being able to access the road in inclement weather. Mr. Woodcock was concerned with the accessibility of Bullard Lane and he said making it a Public road would make it accessible.

Discussion between Mr. Belmonte and Mr. Woodcock about the accessibility of Bullard Lane.

Mr. Belmonte: We are building the road, that is our commitment to the Town. Does the Town elect to put gates on it and leave it under a very controlled use or do they open the gates and its free game for anybody? That is really the question, the way I interpreted it.

Chairman Dobis starts the SEQRA process. Attorney Schachner explains the Board may have trouble answering question number 3 because they don't have closure of information and question number 13, which is impact on transportation and there is still some debate about that. Chairman Dobis said let's exclude numbers 13 and 3.

Attorney Schachner said we are looking at part 1 of the EAF originally dated June 4, 2018 and revised October 2, 2018. Start review of Part 2 of the full EAF.

- 1. Impact on Land

- d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.

Discussion of what is natural material. Trees are natural material and will be clipped on site and logged. The Board's decision was small impact.

- e. The proposed action may involve construction that continues for more than one year or in multiple phases.

Discussion on small or moderate to large impact. The Board's decision was small impact.

- 3. Impacts on Surface Water.

The Board elected to skip question 3, due to pending information from DEC.

- 4. Impact on Groundwater: The Board's decision was small impact for a-h.
- 7. Impact on Plants and Animals
 - h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or local important habitat.
Habitat type & information source: Forest. Impact characterized as none or small.
- 13. Impact on Transportation

The Board elected to skip question 13, due to an ongoing discussion.

- 14. Impact on Energy
 - a. The proposed action will require a new, or upgrade to an existing, substation.

Mr. Belmonte: There has been no word from National Grid that there will be a modification in the substation. Impact characterized as none or small.

- 15. Impact on Noise, Odor, and Light: The Board's decision was small impact for a-e.
- SEQRA full EAF part 2 Questions 2, 5, 6, 8, 9, 10, 11, 12, 16, 17, 18 were answered No.

Mr. Dannible asked how they would proceed to determine the ground water issue and the traffic issue in order to proceed with SEQRA.

Chairman Dobis states he wants to have further discussion on these issues. Until that happens, I am staying away from SEQRA as far as transportation.

Discussion on changing the date of the November Planning Board meeting. The Planning Board meeting will be held on Tuesday, November 20, 2018.

II. 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 9:42 p.m. The motion is seconded by Ron Slone, and duly put to vote, all in favor on this day October 17, 2018.

Date Approved: November 20, 2018

Amy DiLeone
Executive Secretary