

MINUTES OF THE TOWN AND VILLAGE OF FORT EDWARD JOINT PLANNING BOARD MEETING HELD ON WEDNESDAY, MAY 13, 2020 VIA ZOOM AT 7:00 P.M.

The meeting was called to order at 7:00pm

Pledge of Allegiance

PRESENT FOR TOWN PLANNING BOARD:

Chairman Mark Belden
Valerie Ingersoll
Max Fruchter
Frank Wells
Joe McMurray
Don Sanders, Jr.
Zack Middleton

PRESENT FOR VILLAGE PLANNING BOARD:

Chairman Tom Roche
Bernie Taylor
James Brooks
Joe Carroll

OTHERS PRESENT: Town Engineer Jim Houston, Village Attorney Matt Fuller, Peter Ives, Sandy Buxton, Dave O'Brien (WWIDA), Dave Armando (Village Code Enforcement), Kara Lais, Dave Cutler, Lauren Sherman, Lester Losaw, Matt Traver, Matt Huntington, Matt Steves, Dan Durkee, Michael Dahl, Eric Balthrop (WL Plastics), Neil Alexander, Katie DeGroot, Jeanie Mullen, Gretta Hochsprung, Town Clerk Aimee Mahoney and Deputy Village Clerk Janelle Rose

MOTION by Bernie Taylor, Seconded by James Brooks to approve the minutes of the November 22, 2019 Village Planning Board meeting **ALL AYES**

MOTION by Valerie Ingersoll, Seconded by Frank Wells to approve the minutes of the March 11, 2020 Town Planning Board meeting **ALL AYES**

BUSINESS:

**Warren/Washington Industrial Development Association (WWIDA) &
Fort Edward Local Property Development Corp. (FELPDC)
Subdivision Application**

Zack Middleton (Town Planning Board) recused himself due to being an owner of FELPDC

Dave O'Brien: Essentially the application is to combine the road from State Route 196 onto Lock 8 Way all the way through into the facility so that we can provide durable access for WL Plastics and any other additional organization that comes in. This has been a sticking point for quite a few years in getting some unification of that so that is the application.

Kara Lais: With respect to the Village, there is one parcel in the Village that is currently owned by the FELPDC that requires subdivision approval and that is included in the application. There are 7 parcels that require subdivision approval in order to convey ownership to the WWIDA eventually once the parcels are divided.

Chairman Belden: Kara, it is not going to be the Town vs. the Village; we are just going to work through the whole thing. One thing I would like to do is walk it with the surveyor and bring our Engineer because it is kind of confusing on paper. We are going to share an Engineer between the Town and Village. I want to walk it to see where all of the different parcels are going to come out at.

Matt Fuller: One of the things that we might think about as we get going with public hearings and things is if we can share a screen and have pdf's of the plans to walk through if we aren't able to do this in person which is kind of looking like how it's going to go for the next month or so. I have had some public hearings where I have had to walk through a share screen of pdf's and then to your point Mark, everyone can walk through step by step so even the public will know what we are doing because there are a lot of moving parts. Just a suggestion.

-Joe Carroll (Village Planning Board Member) has entered the meeting

Chairman Roche: Board members any questions? I know we had a presentation what seems like a long time ago. We did understand the plan and what WL Plastics is all about. Do you have any questions on the application in front of us that you want to ask the applicant?

-James Brooks: No
-Bernie Taylor – No
-Joe Carroll – No

Chairman Roche: I went through the Short Environmental Assessment Form, it looked in order to me but I had a question about #11; it says will the proposed action connect to an existing wastewater utility, if no please describe the method for providing wastewater treatment. It is marked N/A road. Just for clarification does the N/A stand for not applicable?

Kara Lais: I indicated that as not applicable because the road is not planning on any infrastructure to connect to.

Chairman Roche: For our part we are satisfied with what we have in front of us. I know that we have a few steps that we have to go through, we are going to have to set a public hearing tonight as well as designation of lead agency. We can't do much more because I know that there is a Zoning Board meeting that has to take place before our next public hearing. Matt can you make sure I am accurate with what I am saying.

Matt Fuller: Yes, now might be a good time for the Town to pick up and you guys can decide what you want to do lead agency wise. The ballet of steps is obviously the Planning Board can't rule on anything until it is zoning compliant. If the variances are approved at the ZBA then it would be zoning compliant or if the project is somehow adjusted in the ZBA reviews and variances were granted that would make the project zoning compliant. You could get your public hearings started but it's a bit of a ballet to get through it procedurally. Tonight someone will establish themselves lead agency and whether or not you want to set your public hearings is really up to you guys. Ultimately you will set a public hearing at some point because I am imagining we will do a similar meeting in the next couple weeks and likely accept whoever the lead agency is for SEQR and offer some SEQR comments if they've got them. They obviously can't render their determination, I haven't gotten down the line of how they are SEQR wise yet in terms of Type II or what not; if any of their variances that they have got require SEQR review they can't take action on their variances until the lead agency renders a determination of significance. You are likely going to end up with a scenario where you guys get started, the ZBA gets started, comes back to the Planning Board, lead agency renders it's determination, you may be having public hearings started at that time but you can't take any final action because the ZBA's haven't. The determination of significance would be relayed over to the ZBA, they can take whatever sort of final action they want and then it would come back to Planning Boards that would then be cleared to take whatever sort of final action you want. Seems complicated but those of us that do it on a monthly basis see that this happens all the time. We are used to having to bounce back and forth between boards to coordinate this SEQR review. We have the County referral thrown in there too, another ad ministerial step that I doubt will be an issue.

Chairman Roche: Before we move on to the next agenda item I am going to turn the project over to Mark and the Town Planning Board to address the applicant.

Chairman Belden: I would like to share my screen to put the application up because it is kind of a monster.

Matt Fuller: In terms of SEQR, we have a bunch of different versions of EAF's floating around and whether or not the Board's want to coordinate their review on the entire thing. I know in one thought the subdivisions sound like they are going to happen regardless so even if something happened on the WL Plastics side it seems like the WWIDA still wants to go through and handle these subdivisions that they are asking for so on the one hand they are somewhat separate but the reality is this is one entire project. The subdivisions line up with the site plan and the variances and things like that. It is something to think about instead of having a whole bunch of EAF's floating around, coordinate it all as one project.

Chairman Belden: Yes, that was my plan. The reason I want to walk through the application with everyone here is because it's kind of confusing on the front side because it involves so many parcels and I fully agree with Matt; this is not a problem that the WWIDA or anybody on the call today created, this is something that was created by the EPA and now we are just trying to get the parcels straightened out. We have an application here from WCC total acreage of parcel is .14 and 1.54, 2 to be merged into 1 with additional parcel of roadway. The whole point of that is to make it not land locked is that correct Kara?

Kara Lais: You will note if you look at it on the map it's almost as if it was partially done in error at the time of the previous conveyances. This is on sheet 3. I know it is kind of convoluted with all of these maps.

Chairman Belden: I have been knowing this was going to come someday and we were going to have to work through it. The next one down is subdivision of a .06 acre parcel of real property to be transferred for the purpose of sole ownership of parcels, total acreage of parcels is 7, total number of existing lots 1 and is the purpose of this to give a sliver to another parcel?

Kara Lais: Yes, this property is actually owned by the Town of Fort Edward and is a little sliver that makes up the existing road. Where the road exists and currently in the mapping it needs to be this little tiny part needs to be included in the roadway.

Chairman Belden: okay, the next one down is 1400 Towpath Lane, subdivision of a 3.94 acre parcel transferred for the purpose of transferring sole ownership of parcels. What is this one Kara?

Kara Lais: This one is the parcel that is owned by the FELPDC. You will see on the map there is the little piece that is in the Village that we have requested a subdivision for and that connects into this larger piece that gets all the way back out to the exit point, it connects back into WCC.

Chairman Belden: Okay, that's how you get your frontage that makes sense. If anyone from the Town Planning Board has a question while we are going through this please ask. The next one is subdivision of a .4 acre parcel of real property to be transferred for the purpose of establishing sole ownership; its 126.9, total number of existing lots 1, total number of proposed lots 2 to be merged into 1 with additional parcels of roadway.

Kara Lais: Okay and this is the part that is coming in through New York State from Canal Corp. Everyone speaks to this part as an error in mapping and they are willing to convey this to us to correct that. If you look at the map on sheet 3 it shows the parcel but it was clearly an oversight in the description in the time that it was done.

Chairman Belden: Okay, we have heard that before. That is all the individual parcels in the application right?

Kara Lais: Yes, there are a couple of other parcels that are included that create the total roadway for lack of a better word so on sheet 1 there is a parcel that is a stand-alone parcel.

Chairman Belden: Kara I am going to stop sharing my screen so that you can share the map. Can you Share it?

Kara Lais: I am using an iPad that is not connected to my email, is there someone I can send it to?

Zack Middleton: Mark, there are maps further down in the application.

Chairman Belden: I saw that but I am just wondering if anyone has a bigger piece.

Matt Steves: Can everyone see that, I have shared it to my screen. As Kara was explaining sheet 1 starts on the North end at Route 196 and as Kara has explained you are picking up a parcel from WCC, LLC that owns that piece of .61 acres. As you move south you tie into what the EPA had taken for Lock 8 Way under their eminent domain the 14.37 acres. It's quite a lengthy portion of around 14 acres and then comes down to near the northern end of Lock 8 then turns to the west. WCC, LLC owns a larger piece north of this and the road was acquired by the EPA and they inadvertently forgot that triangle or the .14 acres from WCC, LLC and they also excluded the .4 acres from the Canal Corp. so as Kara has explained it is just cleaning up of some errors from when the EPA actually took ownership of this road and did not include all portions to the point where it gets back into the WCC lands. What is going to happen here is that all the little pieces of the road are going to come together and be 1 parcel for the roadway all the way down so that, one of the key components that we had discussed with the Board back in October was that extending it all the way down the east side of the proposed subdivisions that we have for the FELPDC is to extend it so it is into the Village so that there is a municipal road all the way through the Town parcel and 100' of road frontage on the Village parcel. The small .06 acres is the Town property which is just a connector between the Canals. It comes from the Canal west to Towpath Road to the old Canal then spreading along the property that would be WL Plastics and then at the very southerly end you see that .06 acre parcel that is within the Village again so that the Village parcel in the subdivision applications for WL and FELPDC have municipal road frontage once this is conveyed. I hope that clears it up slightly. I would be more than happy to drive or walk down the road if Board members want to. I know right where all these points are in the field.

Chairman Belden: Matt, as far as I am concerned being able to zoom in on it made a 200% difference. Does anyone on the Planning Board have any questions for Matt? Anyone from the Village want Matt to put the Village maps up?

Chairman Roche: I am okay on my end. Our maps are definitely less complicated than yours. I think we have a pretty good grasp on what we are looking at.

Dave Armando: Matt can you zoom in on the Village piece so that I can see the actual road frontage on the 2 lots?

Matt Steves: The frontage on Lot 1 is 139' and on Lot 2 it is 0.

Chairman Belden: Everything you are doing in the Town has more than significant frontage right unless I missed something Matt?

Matt Steves: Yes once subdivided, both lots have more than ample road frontage.

Chairman Belden: Do you have any idea how tall that existing building is?

Matt Steves: I believe on our zoning application the new building is actually shorter, the current building is around 33'. The existing building is the portion we would need the variance for even though it is pre-existing.

Jim Houston: I was just wondering if we could get copies of those pdf's so that when we blow them up on our screen it's legible because what we have in the application seems to be unclear. Can you send a better quality pdf?

Matt Steves: We delivered 2 copies a while ago when we submitted the application, the offices were closed so we left a copy for Matt and one for Dave and as stated earlier through Matt Fuller I will gladly print as many copies as we need and I can distribute them by mail to everybody if that's what you want. However you want me to get them to you I can.

Chairman Belden: Tom, traditionally we allow our Engineer to talk directly to the applicants Engineer, Surveyor, etc. if it moves the process along. Is that how you do it also?

Chairman Roche: That is absolutely fine.

Valerie Ingersoll: Are they going to use the access coming in from the Village side just for emergency purposes or is that going to be any kind of employee access?

Matt Steves: Because we are getting the EPA road as a municipal road, the access you are talking about would only be for utilities, sewer/water/gas/electric, that kind of stuff. It could be used as the access if necessary but it is not developed as one. That was an option if Lock 8 way was not going to be conveyed then we could have used that for an access point but we are not planning on using that.

Chairman Belden: Mr. Fuller, if we want to address the lead agency; I don't care if the Village takes it or we take it, it really doesn't matter to us.

Matt Fuller: Are you guys going to jump over at all into Site Plan? My curiosity is are you going to do them all at once as far as site plan and subdivisions together?

Chairman Belden: I don't have a site plan application in front of me or was that one of your 6 e-mails?

Matt Fuller: I had a bunch of pdf's that floated around so that probably was that.

Chairman Belden: I was not able to open those so I apologize about that. I had not planned on looking at site plan tonight because I had not figured it out before. I wanted to get through the subdivision and get it to ZBA and move forward from there.

Matt Fuller: Site Plan is kind of in that same boat right? One thing I will say is you don't necessarily have to accept the site plan in order for the ZBA to go forward. SEQR is what is going to hold the ZBA up on your site plan so if you are going to do your subdivision and your site plan separate, your SEQR is going to get bifurcated a little bit.

Neil Alexander: I am the Attorney for WL and I just wanted to see if we are pivoting from the first to the second application?

Matt Fuller: I am asking the Planning Board's what they want to do right now.

Neil Alexander: We are prepared, and I apologize for pushing in but we are prepared to do a full presentation this evening of all aspects including WL of how the facility will operate and so forth. We were waiting in the wings but it seems like the 2 agenda items were getting merged.

Chairman Roche: Thanks Neil, we do have it on our agenda as far as the Village goes we have the application in front of us so if you guys want to get yours up so we can take care of both tonight or at least hear the presentation. As far as lead agency goes, you guys have the bigger stake in this so Mark we will yield to you guys if you agree.

Chairman Belden: Sounds good Tom, if there is no opposition from the Town Planning Board I am going to share my screen again and we will look at the application and map now.

**Site Plan Application
WL Plastics – Fort Worth Texas
Munter Enterprises
Studio A**

Chairman Belden: Total site area 15.66, any zoning violations or existing non-conforming? Yes, the existing building height is greater than 30' which we already talked about. Is the lot or parcel within 500' of a County or State Highway? That is also a yes. It talks about how the Village of Fort Edward boundary line intersects the property and we have all dreaded that for a long time. Is the lot or parcel within a designated flood plain, grassland boundary? Is the lot or parcel in an area known to contain threatened or endangered species? It is marked yes, is that a plant or an animal?

Matt Huntington: This is Matt Huntington with Studio A, I believe it is referring to a short-eared owl.

Chairman Belden: Does the parcel contain designated wetlands? Yes; the site is currently developed with 2 existing metal buildings and asphalt pavement covering the majority of the site. Unpaved areas include a small grass area south of the larger existing building and existing storm water basin. Building footprints, paved, gravel or hard surfaces, lawn or landscape, max building height is pretty straight forward and that is the only thing that we have to worry about. There is actually more parking there than you need that's good. Is all the electrical coming to it now underground and will you have to add to that or is that sufficient?

Matt Huntington: I believe we are sufficient there, there is an existing sub-station directly south of where the addition and the existing building are so my understanding is that it will just be coming underground from that sub-station.

Chairman Belden: Are the municipal sewer and water already hooked up for you and sufficient or do you need more?

Matt Huntington: There is water out there that was run out as part of the dewatering operation, the feedback on that from the MEP Engineer is that there is more than enough out there for the building. The sewer is in discussions, we have been talking to Joe Brillings and Washington County with that; there is not a sewer line out to the property at this point. The intention is for WL Plastics to run a forced main that they will own out through that easement to East St. and then tie into the Washington County Sewer District line at that point.

Chairman Belden: What about the Natural Gas situation?

Matt Huntington: That I believe is going to follow that same easement, it is up in the air as of right now. We are trying to locate exactly where that is going to come in.

Chairman Belden: Do you need Natural Gas for this project to happen?

Matt Huntington: Yes I believe so but I am going to turn it over to WL Plastics to discuss more of the process.

Chairman Belden: Permits approval, you will need a building permit, no demo right?

Matt Huntington: Right except for maybe some pavement that will be replaced with building but not any major demolition.

Chairman Belden: Approvals and permits that have been or will be obtained, special use permit, subdivision which you are already applying for, Area Variance because of the building height and then a SPDES Storm Water Permit. Jim Houston, anything you would add to that list?

Jim Houston: No

Chairman Belden: Site plan covers a bunch of stuff; traffic, drainage, grading impervious, building coverage, signage, roads, lighting, utilities, site access, parking, landscaping, easements, pedestrian accommodations. I will switch over to the map view now.

Matt Huntington: The only new impervious area is the parking lot. They left pretty ample storm water management facilities out there. The intention of this project is to utilize those and maybe adding a catch basin or 2 to address the water from the impervious area of the parking lot. Everything gets out to 1 of 2 infiltration basins out there. Traffic wise, over to the north as you come in near that smaller existing metal building will be where the truck traffic is going to split off from the employee and visitor traffic. The road that would be east of the existing metal building is intended for employee and visitor cars only. The intention is to have 1 way flow in around the parking lot and the using that existing road that is currently one way as either an exit or an entrance. Right now we are currently looking at another loading dock location so the traffic flow may reverse from what is shown but the intention is the same. Utility wise, we already talked about the sewer that is going to be coming out from the south and following the easement

out to East St. Before we knew we would be getting access off 196 there was some talk of possibly having to have an additional access roadway there just in case the property did end up getting land locked. There is no intention at this time to construct a roadway there, we are going to use that easement strictly for utilities.

Max Fruchter: There is an existing emergency entrance to the site that the Fire Department uses. Where is that located on this map?

Matt Huntington: It would either be in the lower right hand corner of this map or lower left hand corner of that first map we were on. It is cut off because it would be going along different property lines. The hope is that we can use it for Fire access. It goes across Canal Corp. property it's not our property.

Dave O'Brien: I will be speaking with Canal Corp. on Monday and will get clarification on that emergency access.

Neil Alexander: I am a partner at Cuddy & Feder representing WL Plastics. We also have Michael Dahl and Eric Balthrop from WL Plastics here as well as Matt Huntington and Matt Steves. I think we are going to go through how the facility actually works and essentially the journey of a plastic pellet. We want to take a few minutes to tell you how this works and how WL is planning to use this for their HDPE pipe manufacturing. We understand and appreciate the ping pong aspect of this and we really appreciate you helping us navigate that as well as having joint meetings so we can quickly convey our message and the information that you all need.

Michael Dahl: I would like to thank everyone, the whole community has been incredibly supportive of this fairly complex process to land this project. There are a number of people on this call that have really done outstanding work to help us get there. Dave O'Brien has been phenomenal as well as Matt Steves, Matt Huntington, Neil Alexander and we think we see light at the end of the tunnel. I know we are very excited about being here. We manufacture high density polyethylene pressure pipe. This is a product that is used for a number of large industrial applications, a lot of water and sewer, mining industrial oil and gas. It is made with high density polyethylene, it's made with a very sophisticated form of polyethylene. Most people are familiar with polyethylene in terms of packaging they intersect with everyday such as milk bottles, detergent bottles, butter tubs and things of that nature. It's a plastic material that is more or less inert and that's why it is certified for water applications from NSF and American Water Works. What we do is we bring in pallets of high density polyethylene in rail car hence the rail spur on the property. We off load those rail cars into silos and then we transfer that resin into the plant into a series of dryers and blenders. We use natural high density polyethylene, we use color concentrate for our different products we will make that require different markings and different colors depending upon the application. The color concentrate is mixed with the material and then the product is plasticated. It is conveyed through an extruder running at about 400 degrees Fahrenheit, the plastic is melted under temperature and sheer and it's pushed out and formed into a pipe. That pipe is both pushed and pulled through a vacuum sizing sleeve as well as a series of spray tanks to cool it. Cooling is an important component of that, we have a closed loop water system that supplies chilled water at precise temperatures. The water is sprayed on the product and then circulated back through the system. Even with the size of this plant we use about the

same amount of water as a conventional residence because we recirculate everything. The pipe is continuously manufactured therefore we run 24 hours a day/7 days a week. It is most efficient for us to run around the clock and not have change overs to different sizes of pipe. When we do have change overs we always have some start up scrap but the great thing about polyethylene pipe is we can take all of our scrap, we have a grinding operation in the facility where all of the scrap is reduced to a size where we can use it again in extrusion. There is essentially no waste besides some packaging waste, broken pallets, there is miscellaneous stuff but from a process standpoint there is no waste. The product is manufactured in 2 different forms, straight joints of 40'-50' and we also manufacture smaller diameter products on coils. Those coils might contain 2", 3", 4" diameter pipe up to 2,000 lineal feet of coil. We will manufacture both of those in this facility. One of the unique things about polyethylene pipe is it is a leak free system, the only other leak free system in piping is stainless steel which is heat welded together and polyethylene pipe is also heat welded together. One of the reasons that we are coming to Fort Edward is the demand for our products is growing quite rapidly in water/sewer applications throughout the northeast. The reason for that is when you heat fuse sections of this pipe together it is so durable and so flexible that you do directional drilling and pipe bursting in other words you don't have to dig up a trench, you don't have to dig up your road and lose all the trees on your sidewalk; you can actually replace the pipe without disturbing anything at the surface level. By avoiding those construction costs we are saving people 30%-50% capital costs for the project. We see this as a tremendous opportunity for us to increase our business with our existing customers in the northeast and we are going to ship into Canada. Driving this is really water and sewer applications. As you saw in the site plan we make extensive use of outdoor storage, we typically have 6-10 weeks of back log that we have to manufacture before we can ship the product out we need to stage that product outside. We typically don't manufacture any product that is not spoken for that we don't have an order for but occasionally we need a little bit of inventory primarily through distributors that like us to have stock available in certain sizes. It requires a fair amount of area. We have approximately 84,000sf of area across the whole site and we are trying to operate off of a 28 acre footprint and that is pretty typical for the area that is needed. I believe there was a land use application so that everyone is aware that we do need to store this product outside.

Chairman Belden: From a Town perspective, it looks like you have really thought about your truck flow. Is there going to be a lot of backing up?

Michael Dahl: We try to masterplan a raceway for truck traffic. One of the critical issues for our operation is safety. We are a division of Ineos Chemical; safety is the number one job. We try to think through all the potential elements of traffic flow and how that could impact any interaction with an employee or with a truck driver, etc. Matt Huntington and I were working on one of the more complicated aspects of that which is how do you unload the color concentrates off of a truck and we think we have figured that out. What you see on the site plan is consistent with the way we operate most of our yards.

Chairman Belden: Do you normally put sprinkler systems in your buildings or how do you do your fire protection?

Michael Dahl: We do, we generally start with what the local code requirements are whether it's a dry system or a wet system. I believe we have been advised by our design build contractor that dry systems are favored there but we can do it either way but yes we always sprinkler the building.

Chairman Belden: On your grinder operation I would assume that is self-contained, you don't want to lose any product in the air. Do you have a picture of what that machine looks like or what that process looks like?

Michael Dahl: We don't and by the way it's a really ugly piece of equipment. The grinding operation will be self-contained inside of the factory. It will have its own perimeter wall system because it is noisy. We do what's called shredding before we grind so we take fairly large pieces of pipe, we manufacture up to 54" diameter pipe so you can imagine if we have scrap we would have a lot of size reduction before we can get into a shredder and a grinder but the intent is to have the product come out in a relatively small form of a pulp density that feeds back into our extruder.

Chairman Roche: Since you guys are a 24/7 operation, are you manufacturing 24/7 and shipping 24/7 or is the truck traffic limited to certain hours?

Michael Dahl: We run 24/7 and we typically load trucks between 7:00am and 7:00pm.

Chairman Roche: Can you just speak to the emissions; I know things are self-contained for the water and all that stuff but what are we looking at as far as emissions go?

Michael Dahl: Essentially we are just taking the plastic and we are heating it and plasticating at 400 degrees Fahrenheit forming it and cooling it. There is no effluent that comes out of our manufacturing process. Most of our facilities have been audited and have been deemed to be what's called a non-emissions site. We typically have less than a total of 2 tons of EOC emitted at any given facility during a year and most of that comes from the fork lift trucks. I believe we did supply some information on studies that have been done at our other factories to support that. This is a very contained process, the environmental impact of what we do is really about electricity consumption. We are a big user of electricity, not a big user of water or gas, we don't create scrap, and we don't really create EOC's so it's a pretty tidy operation.

Dave Armando: We don't need any variances as far as the buildings go, we are just looking at the road frontage variance for the subdivision.

Jim Houston: The only thing I wasn't sure on is whether there is an extension of the water boundary or the sewer district boundary to service this property.

Matt Huntington: We have had some prior discussions with Joe Brillings and he said there is a possibility of a sewer district extension onto the Town parcel. He may need a small map, plan and report that really only encompasses the one property and we are in the works with that with him.

Jim Houston: Just keep us updated on how that goes or if it will be serviced as an out of district user.

Matt Fuller: That did come up at the sewer meeting on Tuesday and Joe just wanted you guys to get in touch with him certainly as part of the SEQR the Planning Board lead agency will need some direction on where that is going to go.

Neil Alexander: One quick aspect about variances, I think we will probably need some additional variances in both the Village and the Town, the building addition is going to span the boundaries. I didn't want that to go unsaid.

Matt Fuller: Dave Armando can weigh in on that but he took a look at it and you are in the Industrial part of the Village and out there the setback is actually building code. The setback is zero out there.

Chairman Roche: Next we need to declare the lead agency, set the public hearing and refer it to the County Planning Dept. and then wait to hear what happens at the zoning.

Matt Fuller: Certainly the lead agency is a big part of what needs to be accomplished today and also an updated EAF could be submitted incorporating all of the projects so then when you refer it out I know the applicant identified DEC and if you do have to go to the county sewer we can get a copy over to Joe Brilling. If we get one EAF to encompass the subdivision, the site plan and the variances lets wrap it up in a package and have it reviewed properly. It's not cutting any corners or anything like that it's just reviewing the whole project as one. Schedule wise I have not heard when the ZBA's can get together or when the Planning Boards want to set their public hearings. We will have to get an escrow set up as well.

TOWN MOTIONS

MOTION by Max Fruchter, Seconded by Valerie Ingersoll to accept lead agency status for SEQR review, send out coordinated review letters and get the 30 day clock going **Vote:** Chairman Belden – AYE, Valerie Ingersoll – AYE, Frank Wells – AYE, Joe McMurray – AYE, Don Sanders, Jr. – AYE, Max Fruchter – AYE, Zack Middleton – ABSTAINED

MOTION by Frank Wells, Seconded by Max Fruchter to set a public hearing for May 27, 2020 at 7:05pm, written public comment will be accepted up until May 26, 2020 at 12:00pm **Vote:** Chairman Belden – AYE, Valerie Ingersoll – AYE, Frank Wells – AYE, Joe McMurray – AYE, Don Sanders, Jr. – AYE, Max Fruchter – AYE, Zack Middleton – ABSTAINED

VILLAGE MOTIONS

MOTION by James Brooks, Seconded by Joe Carroll to accept the Town taking lead agency status for the SEQR review process **ALL AYES**

MOTION by Joe Carroll, Seconded by Bernie Taylor to set a public hearing for May 27, 2020 at 7:05pm, written public comment will be accepted up until May 26, 2020 at 12:00pm **ALL AYES**

MOTION by James Brooks, Seconded by Bernie Taylor to refer the application to the Washington County Planning Dept. **ALL AYES**

Chairman Belden: I would like to walk the property with Matt Steves and anyone that would like to join.

Matt Fuller: That's okay just watch your quorums.

ADJOURNMENTS:

TOWN

MOTION by Max Fruchter, Seconded by Frank Wells to adjourn the meeting at 8:38pm **ALL AYES**

VILLAGE

MOTION by James Brooks, Seconded by Bernie Taylor to adjourn the meeting at 8:38pm **ALL AYES**

DATED: May 18, 2020

Janelle Rose, Planning Board Clerk