October 15, 2026

Town of Windham Planning Board Meeting

(518) 610-6552 – sallen@townofwindhamny.gov

Lisa Jaeger, Chairman
Claudia Lane, Member
Ray Curtis, Member
Nate Holdridge, Member
Mike Troccoli, Member
John O'Neill, Alternate Member
Sandra Allen, Planning Board Clerk

Thursday, October 15, 2026

Board Members Present: Chairperson: Lisa Jaeger
Members: Nathan Holdridge, Claudia Lane, Ray Curtis
Alternate Member: John O'Neill
Planning Board Clerk: Sandra Allen

Board Members Absent: Mike Troccoli

Meeting was called to order at 7:00 PM, followed by the Pledge of Allegiance.

MINUTES: Motion to approve October 15, 2026, minutes was made by Jaeger, seconded by Holdridge with 4 in favor and 1 absent.

SITE PLAN: Elua/Bresler 46 Mill St, TM# 78.14-2-43. Reviewed the SEQRA exemption, Jaeger ask the Town Attorney to attend the next meeting to discuss the exemption rule. Elua showed the revisions made to the project based on suggestions from this Board, added additional parking, widened the driveway for greater visibility and emergency vehicles. Receive an approval letter from the Highway Superintendent. Motion to hire Delaware Engineering to represent The Town of Windham was made by Jaeger, seconded by Holdridge with all in favor and 1 absent.

Lane and Curtis recused themselves from the following Windham Mountain projects. For the record recusal is not mandatory in all cases, and Lane and Curtis determined they will recuse themselves to remove any appearance of conflict. O'Neill was appointed as alternate.

SITE PLAN AMENDMENT: Windham Mountain Club, hotel amendment.
Attorney Phillips gave a briefing regarding what would be discussed tonight and the following meetings.
Yagelski reviewed changes and how SEQRA is impacted. Inserted below.

MEMO

TO: Town of Windham Planning Board

CC: Allyson Phillips, Esq., Special Counsel; Applicant

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From: Adam Yagelski, AICP, Senior Planner

Date: November 4, 2026

Re: Windham Resort Master Plan: Residential Component Subdivision and Site Plan Modifications for Proposed 30 Temporary Occupancy Units

The purpose of this memo is to provide information supporting the Board's review of changes to the previously approved subdivision and site plan for the Windham Resort Master Plan Residential Component. We have drafted this memo and the accompanying comparison table in an effort to aid Planning Board deliberations with respect to the applicable subdivision and site plan review criteria and design standards.

This memo is structured based on the findings, relative to the review criteria set forth adopted by the Board as stated in the Board's April 3, 2025 conditional preliminary plat and site plan approval resolution. For each subdivision and site plan criterion, the enclosed table recites or summarizes those findings, and also summarizes proposed modifications, and analyzes these modifications in the context of the criteria.

Similar to the Board's review approach to the initial Windham Resort Master Plan application for site plan and subdivision approval, in the included table, below, the subdivision and site plan law criteria in the attached are grouped where there is substantive overlap. For example, site plan circulation criteria (Art. IV Sect. 4.010(B)) and subdivision law road design standards (Art. IV General Requirements and Design Standards, Section 2 and 3) are grouped.

Finally, we have enclosed copies of the previously approved site plan and renderings and proposed site plan and renderings for the Board's ease of use.

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Criteria/on	April 3, 2025 Findings	Changes and Analysis
ROAD LAYOUT, INTERNAL CIRCULATION, AND DESIGN		
Site Plan Law, Art. IV Sect. 4.010 Review Standards		
(B) Adequacy and arrangement of the vehicular traffic access and circulation, including intersections, road widths, pavement surfaces, dividers, and traffic controls.	• Construction of 6 new asphalt-paved roadways, improvements to existing Resort Drive, all maintained by an HOA • Access control gates at two primary entrances off of Resort and Trailside Drives • Crosswalks, traffic control signage, wayfinding signage • Responding FD to review and Applicant to address their comments	• Proposed access drive to hotel would be constructed of similar materials but would be 24' in width and would intersect with Silverman Way in similar fashion • Sidewalk connection and crosswalk would be installed to facilitate access to the base lodge, along Resort Drive • Project would eliminate curb cut onto Resort Drive, reducing potential traffic points of conflict • Responding fire service has reviewed and plans have been revised per their review • No changes to access control or other portions of the site plan are proposed.
(C) Location, arrangement, appearance, and sufficiency of off-street parking and loading	• 743 proposed parking spaces, provided in 3 separate lots; 198 spaces associated with the 66 proposed residential units. • Simulation shows fire truck adequacy • Public, private, and staff parking spaces, connected by shuttle service; operational techniques to ensure efficiency of unstriped lots • Parking will appear as open expanse of stone, bordered by existing and proposed trees or will be screened from public view by vegetation and existing and proposed improvements • Number of tickets per vehicle is roughly 3.11 based on historical experience; parking is sufficient for peak days but Parking Operations Plan required and submitted	• Increase of roughly 30 spaces available to the public due to no modifications to existing gravel parking area; 7 private spaces at proposed hotel lot; assume 1 space per guest room to be consumed by hotel • Hotel guests to have cars valeted • Total of 785 spaces proposed within project area, 174 of which would be unavailable to the public; no other changes to the parking plan, including number of offsite spaces available and operational techniques • Existing valet lot to remain; proposed 7-lot area will be screened by proposed hotel • Fire truck access and fire service review confirmed
(D) Adequacy and arrangement of pedestrian traffic access and circulation, walkway structures, control of intersections with vehicular traffic, and overall pedestrian convenience	• East of Resort Drive is a shared use path network is provided that will connect most of the proposed residential units to destinations within this part of the site; to the west, pedestrian traffic is mainly oriented toward shuttle drop-off and parking areas • Applicant to undertake study in concert with Greene County	• Sidewalk connection and crosswalk would be installed to facilitate access to the base lodge, along Resort Drive • No other relevant changes as compared with prior plans and included mitigation measures proposed

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Criteria/on	April 3, 2025 Findings	Changes and Analysis
	Highway Dept. relative to crossing of South Street	
Subdivision Law Article IV General Requirements And Design Standards		
Sect 2(A) Width, Location and Construction [of roads]	• Roadway system proposed generally conforms to the requirements of the subdivision law • Roadway network provides connectivity between Resort and Trailside • No roads to be dedicated to Town	• Hotel involves conversion of access drive to commercial driveway and elimination of parking for two condo units (retention of valet parking area) • Otherwise, no changes to proposed access way
Sect 2(B) Arrangement [of roads]	• Resubdivision of lands, some of which have been built upon • Roadways generally conform to fire code geometric requirements but would require special approval from authority having jurisdiction in certain cases • Connection to adjoining unsubdivided lands controlled by Applicant constrained by slopes and wetlands with access already provided by trailside	No relevant changes as compared with prior plans
Sect 2(C) Provision for Future Resubdivision	• Lots are generally not large enough for future resubdivision • Two large lots to be created are for snowmaking, wetland mitigation, parking and other facilities associated with ski slope and would be owned by HOA or ski area	• Proposal involves further reconfiguration of previously subdivided lands, including a change to size and shape of proposed HOA lot • Site is not situated such that improvements thereon would impact future resubdivision. For example, vacant lands to the east can be accessed via Trailside Drive.
Sect 2(D) Dead End Roads	• Creation of 4 dead end roads which will terminate in locations not desirable for continuation of facilities, including for utilities and pedestrian traffic • 2 separate connections to South Street via existing private roads	• Project would convert access road into commercial driveway and remove shared driveway • No other relevant changes as compared with prior plans
Sect 2(E) Intersections with Collector or Major Arterial Roads	No new road openings on South Street are proposed as part of the proposed subdivision.	No relevant changes as compared with prior plans
Sect 2(F) Road Jogs	No road jogs are proposed.	No relevant changes as compared with prior plans
Sect 2(G) Relation to Topography	• Proposed elevations generally conform to existing gradients • Relatively more substantial areas of cuts and fills are needed in areas of house lots 16-18 and access to unit	• Proposal involves conversion of access road to commercial driveway and removal of shared driveway • No other relevant changes as

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Criteria/on	April 3, 2025 Findings	Changes and Analysis
	groups 10, 11, and 12	compared with prior plans
Sect 2(H) Street Names	No street names proposed	• Street names have been added to proposed plat and site plan • Proposal involves conversion of access road to commercial driveway and removal of shared driveway • "Wiseacre Way" & "Snowflake Drive" removed from plat • No other relevant changes as compared with prior plans
Sect 3(A) Construction Specifications [of roads]	• Waivers granted to permit: 1) asphalt in lieu of stone surface pavements, 2) the proposed cross slope and crown and 3) reduction in roadway shoulder width standards • Waivers 2 and 3 generally involve less impervious surface and disturbance, meet fire code requirements, and are subject to further comment by the responding fire service	• Proposal involves conversion of access road ("Wiseacres Way") to commercial driveway and removal of one access road ("Snowflake Drive") • Proposed commercial driveway with similar cross section to major access roads proposed for subdivision • No other relevant changes as compared with prior plans
Sect 3(B) Widths of Right of Way	All proposed roadways have a cleared right-of-way at least 50 feet and traveled ways at least 18 wide.	No relevant changes as compared with prior plans
Sect 3(C) Utilities and Roads	• Majority of the proposed water and sewer utilities will be located under the proposed paved roadways but will be owned and maintained by an HOA • Construction of proposed water and sewer utilities will conform to Town law and be overseen by Town engineer	• Proposed water and sewer connections will continue to be made to the north, along Ember Lane • No other relevant changes as compared with prior plans
Sect 3(D) Utility Easements	• Proposed improvements to be installed on the site will be privately owned and operated by transportation corporation • All proposed easements to be provided to Town Special Counsel for review and are to be a minimum of 20 feet wide	• Added easements in favor of the proposed parcel (Lot 37) over HOA lands for utility connections are likely needed • No other relevant changes as compared with prior plans
Sect 3(E) Grades	• With certain exceptions, the proposed road network generally conforms to the existing terrain on site. No proposed road grades exceed 10%. However, Road Sections 3 (serving unit groups 1, 2, 3, etc.) and 4 (serving lots 25, 26, etc.)	• Proposal involves conversion of access road ("Wiseacres Way") to commercial driveway and removal of one access road ("Snowflake Drive") • No other relevant changes as compared with prior plans

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Criteria/on	April 3, 2025 Findings	Changes and Analysis
	will exceed 3% where each intersects the Road Section 2 • Vertical curves and design speeds were selected for conformance to industry standards, nature of the access way, and emergency response	
Sect 3(F) Curves	Curve data for all proposed roadway right-of-ways has been provided and is shown on the plat.	No relevant changes as compared with prior plans
Sect 3(G) Intersections	Proposed grading likely conforms to the clearance for visibility requirements	• Proposal involves conversion of access road ("Wiseacres Way") to commercial driveway and removal of one access road ("Snowflake Drive"), reducing intersections associated with proposed roadway network • No other relevant changes as compared with prior plans
Sect 3(H) Curve Radii	• Waiver for two locations not meeting minimum curve radius of 100' • Turning radius for the two curves on Cave Mountain Rd selected to minimize wetland impacts • Minimum curve radius proposed is 80' which is larger than the turning radius of emergency vehicles, as demonstrated on the truck turning plans, and meets industry standard design criteria	• Proposal involves conversion of access road ("Wiseacres Way") to commercial driveway and removal of one access road ("Snowflake Drive"), reducing intersections associated with proposed roadway network • No other relevant changes as compared with prior plans
Sect 3(I) Service Streets or Loading Space in Commercial Development	• The plat involves a combination of residential subdivision and commercial development. • Except for certain changes, including landscaping, parking, and realignment of Resort Drive, no changes to the remaining commercial lot are proposed. As a condition of this approval, the Code Enforcement Officer, in consultation with the Town Engineer, may require additional provisions to separate vehicle and pedestrian traffic if determined necessary. • Pedestrian connections between North Lot and Residential Development and the ski slope may be required by CEO or allowed by Greene County Highway	• Proposal involves an extension of commercial uses on remaining parcel to the west (i.e., ski slope) to area formerly proposed for residential development • Service deliveries and trips would be accommodated in the proposed commercial driveway • Added pedestrian facilities for better mobility and accessibility between the hotel and ski lodge

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Criteria/on	April 3, 2025 Findings	Changes and Analysis
Sect 3(J) Free Flow of Vehicular Traffic Abutting Commercial Developments	See findings under Art. IV Sect. 4.010 (D) and (H) site plan review criteria, above.	See findings under Art. IV Sect. 4.010 (D) and (H) site plan review criteria, above.
Sect 3(K) Widening and Realignment of Existing Roads	• Project requires removal of Fromm Road and relocated access to the Wintergreen Club, the Adaptive Sports Foundation and the single-family home on Tax Lot 95.00-7-18. Applicant has confirmed, through representations in the record, that the gate house will not restrict access to these facilities at any time. The Applicant has also represented Fromm Road will not be removed "until a new easement has been negotiated" with those property owners • Proposed access to Wintergreen Club and Adaptive Sports via a new entrance to Silverman Way off of Resort Drive. This new entrance would avoid the need to make the bend towards the base lodge and drive through the snowmaking factory area.	• Relocated access easement still required • Project would not alter previously proposed access to and from Wintergreen Club and Adaptive Sports Foundation • No other relevant changes as compared with prior plans
Sect 3(L) School Bus Pickup Areas	Prior to Final Plat Approval, the Applicant shall coordinate with the school district to determine whether school bus service will be provided within the proposed development. If it is determined school bus service should be provided, designated drop-off or pick-up locations shall be included in the Final Plat.	No relevant changes as compared with prior plans
Sect 3(M) Dead-End Roads (Cul-De-Sacs)	• Waiver from requirement for 50' paved cul-de-sac for Water's Edge Way, Ember Lane, and Wiseacre Way are all dead-end roads. The Dead-End Roads have been designed to have a hammerhead turnaround. • Waiver will reduce the amount of impervious cover, associated runoff and pollutants that would be generated by a larger, impervious cul-de-sac. It will also allow for more natural or landscaped surface area coverage rather than pavement which will have an overall positive	• Proposal involves conversion of access road ("Wiseacre Way") to commercial driveway and removal of one access road ("Snowflake Drive"), nullifying need for these waivers • No other relevant changes as compared with prior plans

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Criteria/on	April 3, 2025 Findings	Changes and Analysis
	aesthetic impact. The hammer head turn arounds also provide sufficient turn around area for emergency vehicles as shown on the Truck Turning Plans	
Sect. 3(N) Watercourses	• Road Section 2 crosses an unnamed tributary of the Batavia Kill and a wetland via a proposed 6' X 3' box culvert and a 24" plastic pipe. • Details are provided on Wetland Impact Sheet C16.02. The design of these crossings is subject to USACOE approval and permitting conditions.	No relevant changes as compared with prior plans
Sect. 3(O) Dedication of Roads	The proposed project does not involve any roads to be dedicated to the Town.	No relevant changes as compared with prior plans
BUILDING LAYOUT AND DESIGN, LANDSCAPING, AND NEIGHBORHOOD IMPACT/DESIGN COMPATIBILITY		
	Site Plan Law, Art. IV Sect. 4.010 Review Standards	
(A) Location, arrangement, size, design and general site compatibility of buildings, lighting, and signs	• 46 attached residential units (2- to 5-unit structures), 20 detached single family units • Residential generally to the east of Resort Drive • Compact development pattern and arrangement of roadways, reasonable cuts/fills given slopes • Unified architectural package with consistent use of colors, forms, materials, to be enforced by HOA • No project signage but traffic control and wayfinding signage to be installed • Safety/security roadway lighting minimum necessary without significant trespass, and warm color temperature; building lighting to be dark sky compliant and enforced by HOA; photometrics for building-mounted lighting to be provided prior to building permit	• 39 attached residential units (2- to 5-unit structures), 19 detached single family units, 1 26-room hotel, and 1 4-unit "Villa" building • Residential generally to the east of Resort Drive, except for extension of hotel facility, which will be south of Ember Lane and situated upslope about 28' higher • Similar proposed building forms and appearance, with slight (darker) materials to be used to differentiate hotel facility buildings • Unclear whether project signage is proposed; otherwise no relevant change as compared with prior plans • Similar use of dark-sky (shielded, down-facing) lighting, including for parking areas and hotel structures; no photometrics provided • Otherwise no relevant change as compared with prior plans
(G) Adequacy, type, and arrangement of trees, shrubs, and other landscaping constituting a visual and/or noise buffer between the applicant's and adjoining lands, including the maximum	• Site improvements will be located on existing developed areas such as parking lots, and a substantial amount of vegetation will be retained in the northeast portion of the site, in the wetlands area to the north of the proposed through road and along the boundary with four existing South Street residences	• Reduction of about 5,700 sf of existing wooded area along south and east property lines but retention of buffer to the east • Updated landscaping plan provided for proposed hotel development site • Maintenance of landscaping presumptively to remain long-term under control of the Applicant (i.e.,

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Criteria/on	April 3, 2025 Findings	Changes and Analysis
retention of existing vegetation	• New landscaping will supplement existing vegetation on Clarence D Lane Rd., Resort Drive, along Trailside Rd to buffer proposed Lots 20 and 21, and in the interior of the development • HOA to require landscaping plans for lot-by-lot development	as opposed to HOA) • No other relevant changes as compared with prior plans and included mitigation measures proposed
(H) Special attention to the adequacy and impact of structures, roadways, and traffic circulation for the provision of emergency services and fire protection	• Fire protection provided by adequate roadway access, 6 new hydrants, and sprinkler systems in the multi-unit structures • Added storage capacity to be provided by water storage tank	• Responding fire service has been involved in review and preparation of the design, which incorporates their comments and shows adequacy of space for maneuvering • Sprinklers will be required for the hotel and villas • No other relevant changes as compared with prior plans and included mitigation measures proposed
(J) Overall impact on the neighborhood, including compatibility of design considerations	• The project involves the development of a similar type (resort-oriented residential uses) and form (mixture of single-family attached and detached units) of development that is currently present to the west of CD Lane Rd. • Buildings would be of a contemporary design, making use of finishes with natural textures, colors, and materials. Massing of the structures along South Street would be similar to the two-story structures to the west of CD Lane Rd and the existing condos at 292 South St. • Retaining existing vegetation • Dark sky lighting with warm color temperature which will cause only isolated areas of minimal light trespass offsite • Development agreement provides for public access of at least 2,500 on peak days, lift tickets guaranteed to guests at 7 local lodging prop., no restrictions on non-peak days, etc.	• Change from residential to commercial use. Commercial use amounts to an extension of the existing commercial use (ski resort) and associated facilities. • Proposed project generally involve buildings of similar height, form, massing, colors, finishes, and materials. With the elimination of units 14A and 14B, existing parking will remain unchanged. • Similar lighting and landscaping approaches • Approx. 5,700 sf loss of existing wooded/ vegetated area • No other relevant changes as compared with prior plans and included mitigation measures proposed
Subdivision Law Article IV General Requirements And Design Standards		
Sect 1(A) Character of Land	Substantial amount of redevelopment of existing developed areas	•

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Criteria/on	April 3, 2025 Findings	Changes and Analysis
Sect 1(B) Compliance with State Environmental Quality Review Act (SEQRA)	• Neg dec adopted 19 Sept. 2024 • Mitigation incorporated into project design	• SEQR consistency determination (neg dec) issued on September 3, 2026 • Mitigation remains incorporated into project design • No other relevant changes as compared with prior plans and included mitigation measures proposed
Sect. 1(C) Specifications for Required Improvements	• Town engineer review and plans modifications • Site inspections prior to CO issuance	• Town engineer review of plans, which involve similar utility connections and access improvements as compared to the prior plans • Site inspections prior to CO issuance can remain condition of approval
Sect 4(A) Lots to be Buildable	• Project involves grading plan, SWPPP, and installation of access roads and utilities • NYSDOH realty subdivision approval and building permits will be required for lot-by-lot development	No relevant changes as compared with prior plans
Sect 4(B) Side Lines	Certain lots are proposed with side lot lines not radial to proposed right-of-way	No relevant changes as compared with prior plans
Sect 4(C) Corner Lots	Lots 20, 21, and 30 are corner lots and are smaller than the average single-family lot size of 0.587 acres.	No relevant changes as compared with prior plans
Sect 4(D) Setbacks	• Subdivision designed with setbacks 35' from the road centerline and 10' side yard in accordance with the Town's setback law • The proposed setbacks are consistent with this part of the Town where development on the East and West side of Cave Mountain, Windham Mountain Village, and the Enclave have similar setbacks, and will promote higher density development consistent with the Town's future development plans for areas with water and sewer	Proposal eliminates need for relief from setbacks requirements, as the hotel and villas comply with subdivision law setback requirements
Sect 4(E) Access	• All proposed lots in the Residential Development will have access to a public way or road in an approved subdivision. Access to the public way would be via a proposed private road network. The relocated Fromm House will have direct access to a public road (South Street) via a new	• Proposal involves access to an existing private roadway ("Resort Drive") • Access easements in favor of the proposed parcel (Lot 37) over other existing and proposed parcels likely needed • No other relevant changes as

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Criteria/on	April 3, 2025 Findings	Changes and Analysis
	curb cut which will require Greene County and Town Highway Superintendent approval. • Fromm Road will not be relocated until an easement with those properties to which it presently provides access is negotiated • Development agreement addresses public access to the ski slope	compared with prior plans
WATER, SEWER, STORMWATER		
Site Plan Law, Art. IV Sect. 4.010 Review Standards		
(E) Adequacy of stormwater and drainage facilities	• Slight decrease in impervious • Site-specific SWPPP prepared to applicable standards, including const. phase erosion and sediment control and permanent stormwater management practices • Reduction of peak flows	• Slight increase in impervious from 0.76 to 1.02 ac. • Site-specific SWPPP prepared to applicable standards, including const. phase erosion and sediment control and permanent stormwater management practices
(F) Adequacy of water supply and sewage disposal facilities	• Connection to existing Town water and sewer systems, with about 20,100 GPD average additional water and sewer demand • Water system required added storage to maintain adequate capacity; sewer system adequate capacity in treatment plant • Connection agreements to be entered into	• Similar anticipated water and sewer loadings at an average flow of 21,000 GPD • No other relevant changes to prior site plan and included mitigation measures proposed
(I) Special attention to the adequacy and impact of structures, roadways and landscaping in areas with susceptibility to ponding, flooding, and/or erosion	• Site-specific SWPPP prepared to applicable standards, including const. phase erosion and sediment control and permanent stormwater management practices • Reduction of peak flows • Some new disturbance on slopes 25% and greater and added topsoiling and erosion control blankets proposed • Proposed impacts to wetlands and streams subject to permit requirements from involved agencies	• More disturbance to the existing slopes immediately east of the valet lot and north of Silverman Way. The additional grading here is necessary in order to accommodate larger hotel parking area. Additional disturbance coincides with areas of 35% and greater "manmade" slopes that previously were to remain undisturbed, in total roughly 0.40 acres. • Site-specific SWPPP and other mitigation measures, including for steep slopes, remain unchanged
Subdivision Law Article IV General Requirements And Design Standards		
Sect 5(A) Removal of Spring and Surface Water	• As provided in the required SWPPP, drainage patterns to existing points of stormwater discharge from the site will generally be maintained. • Any existing spring or surface water, or any such discharges created as a	• Proposal involves amended SWPPP meeting applicable requirements • No other relevant changes as compared with prior plans

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Criteria/on	April 3, 2025 Findings	Changes and Analysis
	result of the project, will be managed in accordance with the SWPPP.	
Sect 5(B) Accommodation of Upstream Drainage	As provided in the required SWPPP, drainage patterns to existing points of stormwater discharge from the site will generally be maintained, including drainage traversing the site.	• Proposal involves amended SWPPP meeting applicable requirements • No other relevant changes as compared with prior plans
Sect 5(c) Responsibility for Drainage Downstream	• As provided in the required SWPPP, which includes study of effect of the Residential Development on existing downstream drainage facilities, drainage patterns to existing points of stormwater discharge from the site will generally be maintained. • Peak flows under certain conditions are expected to be similar or less than predevelopment quantities.	• Proposal involves amended SWPPP meeting applicable requirements • No other relevant changes as compared with prior plans
Sect 5(D) Lands Subject to Flooding	• There are no special flood hazard areas present on the Residential Development site. • Wetland impacts are about 0.09 acres and will be subject to applicable permitting and conditions • Grading plan shows lots will not be developed in low-lying areas	No relevant changes as compared with prior plans
Sect 5(E) Wetlands	• There are no NYSDEC-jurisdiction wetlands present on the site. • USACOE requirements may incorporate deed restrictions or other requirements governing watercourses, wetlands, and contributing upland areas.	No relevant changes as compared with prior plans
Sect 5(F) Flood Plain Areas	There are no special flood hazard areas present on Residential Development site.	No relevant changes as compared with prior plans
Sect 5(G) Drainage Easements	• The proposed subdivision is traversed by 2 unnamed tributaries of the Batavia Kill, which appear to be subject to the provisions of this section. • Access for maintenance and repair of drainage improvements by the HOA is provided for under Article VI of the Declaration of Restrictive Covenants.	• Proposal would involve reduction in drainage areas subject to HOA operation and maintenance • Drainage easement(s) over HOA lands/drainage ways benefitting proposed site (now shown as "Lot 37") likely needed, as stormwater will be managed on a portion of HOA Lot 35 • No other relevant changes as compared with prior plans
ENVIRONMENTAL COMPATIBILITY AND OPEN SPACE		
Site Plan Law, Art. IV Sect. 4.010 Review Standards		

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Criteria/on	April 3, 2025 Findings	Changes and Analysis
(K) Overall compatibility with the natural resource characteristics of the site	• Proposed Residential Development improvements have been designed to occupy a large proportion of the site's existing developed areas, with the most extensive regrading generally coinciding with proposed building lots in the southerly portion of the site • SWPPP and water resources impacts permitting and associated conditions to mitigate compatibility issues	• Project involves less disturbance to existing developed areas with exclusion of the valet lot • Increase of about 0.40 acres of disturbance to "man-made" slopes as compared to prior plan • Commercial use (hotel) is not materially different from a natural resource compatibility standpoint as compared to condo development • SWPPP and water resources impacts permitting and associated conditions to mitigate compatibility issues
Subdivision Law Article IV General Requirements And Design Standards		
Sect 6(A) Parks, Open Spaces, and Natural Features	• Project involves preservation of existing vegetation, wetland and stream impacts and other natural features • Development agreement outlines specific requirements for maintenance of public access to the ski slope	• About 0.40 ac. of existing wooded area would be eliminated as part of the proposal • No other relevant changes as compared with prior plans
Sect 6(B) Buffer Zones	• 40-foot setback is met on all adjoining parcels which are not owned by the Applicant or an affiliated entity • Building footprints within 40' of outbound property lines at Lots 20, 21, 23 and 24 and for a portion of Waters Edge Way. • Waiver granted with findings mirroring setback waiver findings	• 40' setback continues to be met • No other relevant changes as compared with prior plans

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All documents and maps regarding this project can be reviewed on the Town Website under the Planning Board tab.

Lane and Curtis rejoined the Board.

Meeting was adjourned at 8:51 PM on a motion by Jaeger, seconded by Curtis with 4 in favor and 1 absent.

Respectfully Submitted,

Sandra Allen, Planning Board Clerk