

1 CHAIRMAN STUTO: Next on the agenda is Precision
2 Valve and Automation Expansion, 1 Mustang Drive and
3 1235 Loudon Road. This is an application for concept
4 acceptance. This is a 74,500 square foot manufacturing
5 distribution expansion.

6 Joe LaCivita, do you have an introduction?

7 MR. LACIVITA: This project came here just a few
8 short weeks ago for sketch plan review. At that time
9 we heard that the project was before us on March 28th
10 regarding the DCC. At that time the plan called for an
11 8,000 square foot building addition to what was
12 Precision Valve Automation and is still Precision Valve
13 Automation. They took over the former Ford complex
14 over by Mustang Drive and it was basically an interior
15 retrofit of an existing building.

16 At this time they're looking to expand by
17 74,000 square feet with new facilities. I'll turn
18 it over to the applicant to make a brief
19 presentation.

20 MR. TOMPKINS: For the record, my name is Dan
21 Tompkins and I'm with Environmental Design Partnership.
22 When we last discussed this project, it was a little
23 larger. It's since been modified. I think that there
24 might be one or two Board Members that haven't seen
25 this as the Board has changed membership.

1 Just to orient you, this is Route 9 here and
2 this is Fonda Road (Indicating). This is Mustang
3 Drive and Falcon Avenue. The existing facility is
4 situated here. There is parking on the south side
5 and there is a tire parking lot here. This is all
6 parking presently. There is also this existing
7 parking here (Indicating). So, the modification
8 that we're proposing on this is a one-story
9 building that will be 21 feet high approximately
10 in comparison to the existing building which is
11 approximately 29 feet. The reason that it was
12 shrunk down a little bit was because of the code
13 of compliance and fire safety issues. It actually
14 worked out better to have two corridor connections
15 here and here (Indicating) rather than have the
16 building brought in right up tight against the
17 existing building.

18 CHAIRMAN STUTO: Can you repeat the reason why?

19 MR. TOMPKINS: Code compliance. It's
20 predominately fire safety. You have two large floor
21 areas and what my understanding is that it would have
22 been quite an expensive fix for a fire rated wall and
23 that kind of thing. I'm the landscape architect and
24 not the architect. I'm not going to be able to give
25 you the full verse of that, but that was the rationale.

1 CHAIRMAN STUTO: Chuck, are you in accord with
2 that, or do you have any comments on that?

3 MR. VOSS: No, not at this point.

4 MR. TOMPKINS: Also from a practical standpoint,
5 the fit of the two buildings is just easier
6 structurally than to have a separation.

7 MR. LANE: How far apart are they actually?

8 MR. TOMPKINS: They're 50 feet.

9 There is a tremendous amount of excess
10 parking in this facility now. It was a Ford
11 distribution plant originally, then it was used as
12 a census bureau and I think that the post office
13 had operations over there. There were a lot of
14 uses. There was a point in time and quite frankly
15 my understanding is that all 650 parking spaces
16 were utilized. That's not the case here. That's
17 good because we are displacing a great deal.
18 We're reconfiguring the parking, as you see here.
19 There will be two or three loading docks over on
20 this side and that works out well for the
21 topography of the site. This is the lowest area
22 here (Indicating). It's excellent because you
23 want a loading dock that's low.

24 MR. LANE: How far from the loading docks are the
25 nearest residential homes?

1 MR. TOMPKINS: The nearest residential homes -
2 there is one here, here and two here and then there is
3 one off of Route 9 (Indicating).

4 MR. LANE: So, what would that distance be?
5 Loading docks can be very noisy.

6 MR. TOMPKINS: I would say 500 or 1,000.

7 MR. LANE: Minimally 500?

8 MR. VOSS: Yes, it's several hundred feet.

9 MR. LANE: Even with that and a back up alarm and
10 things of that nature, will there be cushions around
11 the door to keep the dock noises and things of that
12 nature from verberating out?

13 MR. TOMPKINS: That hasn't been detailed yet.

14 MR. LANE: Is that something that you would
15 consider?

16 MR. TOMPKINS: Of course. The other thing that is
17 working in our favor though is that kind of activity is
18 going to have to draw in more business owners.

19 MR. LANE: It's not going to operate in the
20 evening hours?

21 MR. TOMPKINS: No, and this is not a 24-hour
22 place. It's a single shift area. I'll scale it, but I
23 also want to underline another aspect of this business.
24 I've probably jumped ahead here a little bit quick.
25 These folks make machinery for other manufacturers and

1 manufacture is a very precise system for putting
2 coatings on electrical equipment or anything like that.
3 They make very specialized equipment and a lot of
4 effort goes into it, but it's not high volume. You
5 don't have a constant stream of trucks coming and
6 going. On a week basis there are about 10 to 12
7 trucks. It's that kind of scope. It's not a
8 distribution facility.

9 MR. LANE: But during the day and not during the
10 evening hours.

11 MR. TOMPKINS: That's correct. About 450 up to
12 the closest house. I want to underline those hours.
13 Right now there are loading docks here. (Indicating)
14 What this does is allows them the flexibility of their
15 operation. One of the major purposes of this space is
16 that they have to set it up. It's not just
17 manufacturing. They have to do staging and set up and
18 testing. They literally have equipment out in the
19 hallways from time to time depending on production.
20 They need that kind of flexibility. This might be
21 incoming and it might be outgoing. I'm not even sure
22 that they know exactly how they're going to structure
23 it. But the opportunity is there for a good place for
24 loading docks and that's why it's being proposed.

25 Approximately one-half acre of pavement is

1 being removed and going to be returned to
2 greenspace. That's going to be the correct
3 greenspace percentage of about 25.5 percent of the
4 35 percent.

5 A lot of that is going to be utilized for
6 stormwater management. Right now the site has
7 stormwater management over on the north side of
8 the site really consists of just catch basins
9 draining off site. There is a stormwater
10 management basin over here (Indicating). This
11 will represent the stormwater management as well
12 as the reduction in 300 parking spaces. They
13 figure that in a few years their employee base
14 will grow by maybe 30 individuals. We have a
15 parking analysis that was included in the project
16 narrative. What I wanted to indicate is that even
17 though they announced and it shows that we have
18 some extra parking spaces, the fact is that this
19 company is a good success story and what we don't
20 want to do is paint them into a corner and hire
21 someone else that is going to come back in five
22 years and the parking that we removed - we removed
23 too much. So, that's my explanation to you as to
24 why from a regulatory standpoint to hit a
25 requirement of 225 spaces. From a practical

1 standpoint, we wanted to retain just over 300
2 spaces. Right now this parking area which is
3 existing on the west side of Mustang is
4 underutilized, but once this gets going in terms
5 of the construction, it will displace that area
6 where a lot of parking occurs, you're going to see
7 parking over here as it was before.

8 This is just a bird's eye view.

9 CHAIRMAN STUTO: Is that pretty much the same as
10 this? (Indicating)

11 MR. TOMPKINS: It is. It's the same drawing, only
12 bigger. So, this is your existing building. This is
13 the proposed. In terms of coloring and exterior
14 finishes, they're going to match what is out there now.

15 Precision Valve utilizes a dark red as part
16 of their color. That occurs here now and they'll
17 be using that as accents and color. The outside
18 of the building is going to be an insulated
19 metallic claddock for the most part with a very
20 subtle pitch on the building. It's not strictly a
21 flat roof.

22 CHAIRMAN STUTO: That's for stormwater? How is
23 the roof stormwater going to be handled?

24 MR. TOMPKINS: It's going to be picked up by pipes
25 on the edge on the west and on the east edge and they

1 will be directed into the stormwater basins. The basin
2 is not just a catch basin.

3 CHAIRMAN STUTO: So, in a sense, it's a house with
4 gutters.

5 MR. TOMPKINS: Yes.

6 CHAIRMAN STUTO: Are there any members of the
7 public with an interest in this?

8 MR. NILES: We're at 1233 which is near Fonda
9 Road.

10 CHAIRMAN STUTO: What is your address? We have a
11 bigger map here.

12 MS. NILES: It's 1233.

13 CHAIRMAN STUTO: Fonda did you say?

14 MR. NILES: No, it's Loudon. That would be the
15 south side. The building that's going in that big
16 north parking lot?

17 MR. TOMPKINS: That's right here.

18 MR. NILES: Okay, that's really the furthest from
19 us. That's all I wanted to know.

20 MS. LACROSSE: I am interested in the traffic. I
21 live on Falcon Avenue.

22 CHAIRMAN STUTO: What number are you, ma'am?

23 MS. LACROSSE: I'm 12.

24 CHAIRMAN STUTO: You're sort of on the corner?

25 MS. LACROSSE: Yes, right on the corner of the

1 parking lot. I was just wondering about the traffic
2 from the construction. Which way is that going to be
3 directed? The most direct route is right down here
4 (Indicating) and there are children living on the
5 street. That's my concern.

6 MR. TOMPKINS: That is something that we can speak
7 to. During construction we can direct people to stay
8 off that street. The other incentive for staying off
9 of Falcon is that Fonda has a signal, so any traffic
10 heading south will not have to try to take a left there
11 without the benefit of the signal there. I'm just
12 pointing that out as an advantage.

13 MS. NILES: There is only going to be 30
14 additional employees?

15 MR. TOMPKINS: Yes, but frankly that is just a
16 soft number. If business does better than expected, it
17 might be 40 additional, or something like that.

18 MS. NILES: Can you restrict the traffic after
19 construction so that they are not using Falcon Drive?

20 MR. TOMPKINS: The delivery traffic will use
21 Mustang Drive and not Falcon. If you haven't noticed
22 us before, you're probably not going to notice us after
23 this addition. We're just trying to bring our Saratoga
24 operations down to this location here.

25 MS. NILES: Are you going to bring everything down

1 here?

2 MR. TOMPKINS: There are probably five employees
3 there that are working. So, it's mostly the operations
4 and not so many employees.

5 MS. NILES: Those were my main concerns. Thank
6 you.

7 CHAIRMAN STUTO: Anyone else from the public?

8 MR. NILES: Is there any way that you could put
9 signs to restrict traffic?

10 CHAIRMAN STUTO: Chuck or Joe, do you have any
11 opinion on that?

12 Are you saying just during construction?

13 MR. NILES: No, afterwards too.

14 MS. NILES: We have tractor trailers come and dump
15 past our house.

16 CHAIRMAN STUTO: They're requesting a no truck
17 traffic sign there.

18 MR. LACIVITA: The only thing that we could do
19 with that, Peter, is send that to Highway Safety.

20 The Town has a Highway Safety review. I
21 would suggest that you could either call or have
22 them give you that form so that you can review
23 that and then file that with Highway Safety.
24 Lieutenant Pero will take that action and look at
25 that. It could not be declared a truck route.

1 That is an action that this Board can't do. It
2 actually has to be the Town Board.

3 MR. LANE: Can't Highway Safety make
4 recommendations on this project?

5 MR. LACIVITA: They cannot identify it as a truck
6 route through the planning process. It has to go
7 through the Town Board to do it under DPW review, as
8 well. I'll send you the form so that you can go
9 through that process. But again, it's a recommendation
10 that would only come through a review here. We can't
11 imply that practice to be just a truck route. It has
12 to be the Town Board that has to do it.

13 CHAIRMAN STUTO: In other words, we don't have
14 that power to do that. We'll try to steer you through
15 that process.

16 Any other questions from the public?

17 (There was no response.)

18 CHAIRMAN STUTO: Okay, well then we'll just open
19 it up to the Board.

20 MR. AUSTIN: I don't really have anything right
21 now. I like it that you separated the buildings. It
22 doesn't make it just one big warehouse.

23 MR. TOMPKINS: That's true. It does break it up.

24 CHAIRMAN STUTO: I think that it's a great
25 project. I want to do the best that I can to support

1 it. I do want to ask what is between your house and
2 the parking lot? Is there any kind of fence there?

3 MR. NILES: There is a fence.

4 CHAIRMAN STUTO: How is the fence?

5 MR. NILES: It's 23 years old.

6 CHAIRMAN STUTO: It's not in good shape? Is that
7 what you're saying?

8 MS. NILES: It's starting to break down.

9 CHAIRMAN STUTO: Could we request some screening
10 for those neighbors? I think that would go a long way.

11 Do you think that would be helpful?

12 MS. NILES: Yes.

13 MR. TOMPKINS: What are they requesting?

14 CHAIRMAN STUTO: What would you say, Chuck? You
15 see the property that I'm talking about.

16 MR. VOSS: I know.

17 The fence is PVA's fence or is it your fence?

18 MR. NILES: It's PVA's fence.

19 MR. VOSS: Certainly I think that we'd have a
20 landscape architect look at it and determine the
21 appropriate fence and vegetative screening through
22 there. When we drove through there some of the
23 landscaping is a little bit weak from the trees.

24 MR. TOMPKINS: To your comment about the
25 landscaping, we did talk about that and that corner

1 needs some freshing up. There is no argument there.
2 So, that will be part of the program and you will see
3 that on the preliminary final.

4 MR. VOSS: I think that will go a long way to
5 addressing your screening concerns, as well.

6 CHAIRMAN STUTO: Would you mind having a private
7 conversation with the LaCross' on that at some point?

8 MR. TOMPKINS: Of course.

9 CHAIRMAN STUTO: Thank you.

10 Chuck, you want to go ahead or do you want us
11 to keep asking questions?

12 MR. VOSS: Let me cover a few quick things and
13 they might address some of your questions that you
14 might have.

15 I believe that the Board has our letter from
16 March 28th, which is our concept review letter for
17 this project.

18 CHAIRMAN STUTO: Let me just say that Chuck is
19 with Barton and Loguidice. They are our Town
20 Designated Engineer. They review the project on behalf
21 of the Planning Board.

22 MR. VOSS: The applicant did cover quite a few
23 topics and points that we pointed out in our letter.
24 Specifically, the greenspace -- they are increasing
25 that although they are not hitting the required 35

1 percent that is required in the industrial district.
2 They probably will have to request a waiver for that.

3 MR. TOMPKINS: Even though we are increasing the
4 greenspace?

5 MR. VOSS: You're coming closer.

6 CHAIRMAN STUTO: Is this a redevelopment?

7 MR. VOSS: Yes, but under the new code.

8 MR. LACIVITA: Yes, but it is under the new code,
9 and the new code requires that the overall space to be
10 35 percent greenspace.

11 CHAIRMAN STUTO: On redevelopment?

12 MR. VOSS: Actually, it's not redevelopment.

13 MR. LACIVITA: There is no existing parcel there
14 with it.

15 CHAIRMAN STUTO: It's an expansion.

16 MR. LACIVITA: It's an expansion of an existing
17 use. Again, all the prior activity was internal to
18 that.

19 CHAIRMAN STUTO: So, you'll either have to address
20 that or ask for a waiver. Be aware of that.

21 MR. TOMPKINS: My guess is that we will be asking
22 for a waiver because I don't see that we could afford
23 another half acre of pavement, because that's what it
24 would entail. I looked at the comment and it would be
25 over 20,000 square feet.

1 CHAIRMAN STUTO: But you are adding green and I
2 think that would be a benefit.

3 MR. VOSS: You're certainly moving in the right
4 direction. I think that the Board would certainly
5 recognize that, as you proceed.

6 As the applicant mentioned there is some
7 existing stormwater management facilities on the
8 site, but they are relatively inadequate, I think,
9 certainly for the existing site. We've looked at
10 this and we've talked to the folks in the
11 appropriate Town departments. Significant
12 improvements will be made and we're looking
13 forward to seeing those designs as they move
14 forward. At the concept level, they'll have to
15 submit those full designs.

16 The site will require a full SWPPP so that
17 will be part of that application process. Again,
18 we touched on the landscaping. I think that the
19 Board can certainly look at limiting the access
20 for trucks and the hours of operation. The Board
21 has done that in the past.

22 Joe, you can look at this, but I think that
23 we're looking at a Type I action because of the
24 size of the expansion. So, a coordinated review
25 would probably be best. The Planning Board would

1 be the perfect lead agency for the project, as
2 that is typically done.

3 Other than that, there is existing sewer and
4 water on-site. We haven't necessarily seen those
5 detailed plans yet because they're re still very
6 early in the process. That's really about it so
7 far.

8 CHAIRMAN STUTO: Can we go back here because it
9 might be worth talking about - restricting hours of
10 truck traffic. Can you repeat the comment that you
11 made?

12 MR. VOSS: I think that it's appropriate. The
13 Board has done it in the past with certain applications
14 and has looked at potential impacts that a new
15 expansion such as this might occur on a project,
16 particularly with truck traffic coming in and hours of
17 operations. Conditioning your approval to limiting
18 those hours to -

19 CHAIRMAN STUTO: So, you're talking strictly
20 hours.

21 MR. VOSS: At this point, I would think so.
22 Correct me if I'm wrong, but the site is accessed by
23 tractor trailers right now for periodic deliveries.
24 It's not uncommon to have large vehicles down in that
25 area. Again, depending on your particular use, if the

1 Board sought it, you could certainly look at the hours
2 of operation.

3 CHAIRMAN STUTO: Why doesn't the applicant talk to
4 you about that between now and final?

5 MR. VOSS: Sure. We can get a better picture of
6 that, certainly.

7 CHAIRMAN STUTO: Okay, we can open it back up to
8 the Board.

9 MR. LANE: My comments have been addressed. I was
10 just going to address the screening. I think that if
11 you're going to do some additional screening for these
12 people, that doing a small amount of greenspace would
13 be a trade off.

14 I also want to mention, what about your snow
15 storage? Even with this additional building are
16 you going to have adequate snow storage space?

17 MR. TOMPKINS: If we get a real winter, we could
18 always store snow here, where it's underutilized
19 (Indicating). But if it gets to a point where all the
20 parking is utilized, they're going to have to do what
21 other buildings have to do, and truck it out. It could
22 come to that.

23 MR. LANE: Thank you. That's all I had.

24 CHAIRMAN STUTO: Are we ready to consider a motion
25 for concept acceptance?

1 MR. MION: I'll make that motion.

2 MR. LACIVITA: With the fact that the Planning
3 Board is lead agency on the project and will address
4 SEQRA.

5 CHAIRMAN STUTO: Do you want to do that separate
6 or together?

7 MR. LACIVITA: I think probably a separate action.

8 MR. VOSS: Yes, why don't you do it separately?

9 CHAIRMAN STUTO: Do we have a motion to designate
10 the Planning Board -

11 MR. LANE: He's already got a motion on the floor.

12 CHAIRMAN STUTO: Do you mind tabling your motion
13 for a second?

14 MR. MION: I will table my motion.

15 CHAIRMAN STUTO: Do we have a motion to designate
16 the Planning Board as lead agency for the purposes of
17 environmental review under SEQRA?

18 MS. VAIDA: You also may want to classify it as a
19 Type I.

20 CHAIRMAN STUTO: Okay, we'll amend the motion and
21 classify it as a Type I action.

22 Do we have that motion?

23 MR. AUSTIN: I'll make that motion.

24 CHAIRMAN STUTO: Second?

25 MS. MILSTEIN: I'll second.

1 CHAIRMAN STUTO: Any discussion?
2 (There was no response.)
3 CHAIRMAN STUTO: All those in favor say aye.
4 (Ayes were recited.)
5 CHAIRMAN STUTO: All those opposed say nay.
6 (There were none opposed.)
7 CHAIRMAN STUTO: The ayes have it.
8 For concept acceptance, do we have a motion?
9 MR. MION: I'll reinstate the motion.
10 MR. AUSTIN: I'll second.
11 CHAIRMAN STUTO: Any discussion?
12 (There was no response.)
13 CHAIRMAN STUTO: I'm sure that the applicant has
14 heard all of our comments and we'll think about those
15 between now and final and the comments of the Town
16 Designated Engineer.
17 All those in favor say aye.
18 (Ayes were recited.)
19 CHAIRMAN STUTO: All those opposed say nay.
20 (There were none opposed.)
21 CHAIRMAN STUTO: The ayes have it.
22
23 (Whereas the proceedings were concluded at
24 8:25 p.m.)
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CERTIFICATION

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

NANCY STRANG-VANDEBOGART

Dated April 16, 2013

