

1 CHAIRMAN STUTO: We'll call up the last project.
2 National Union Bank of Kinderhook, 782 Troy Schenectady
3 Road. This is an application for concept acceptance.
4 This is a two-story 5,000 square foot branch bank with
5 drive-thru teller.

6 Mike Tengeler, do you have an introduction on
7 this project?

8 MR. TENGELER: They're here for concept acceptance
9 tonight. They were here about a month, or a month and
10 a half ago for a sketch plan. It's kind of a fly by
11 night sketch plan review that we did. They're here
12 tonight to go for concept acceptance at 782 Troy
13 Schenectady Road.

14 I'll turn it over to the applicant.

15 MR. HART: I'm Stephen Hart from Hart Engineering
16 and I'm here on behalf of National Union Bank of
17 Kinderhook who is here as well. Some of the Board
18 members came. Mr. John Balli, Dave Canfield, the
19 construction manager -

20 CHAIRMAN STUTO: You're welcome to join your
21 consultants.

22 MR. HART: And Sang Kim is the owner, applicant
23 and the project surveyor.

24 The plan is what was submitted approximately
25 a month or so ago. I know that you have this as

1 part of the application that we have submitted.
2 I'm assuming that the Board members are familiar
3 with this.

4 In essence, the parcel is .086 acres in size
5 in this triangular shape portion of land here
6 situated on Troy Schenectady Road and on NYSUT
7 Drive (Indicating). To the north of us we have
8 single family homes and to the west we have Cool
9 Insurance Agency and United Teachers. We also
10 have the sports dome here and to the east of us we
11 have Troop G headquarters (Indicating). So,
12 again, we're looking at this triangular shape
13 portion of land. In essence, that's what you see
14 here highlighted in the green shade here on this
15 map.

16 As discussed, we are looking to build a
17 two-story building here; 5,000 square foot in
18 total. The first floor footprint is slightly
19 larger. It's about 2,600 square feet and the
20 second floor footprint is approximately 2,400
21 square feet.

22 The building is proposed in to be serviced by
23 the Town Sewer which is situated out here on
24 NUYSUT Drive. We are proposing a rather simple
25 comment here with the existing manhole. We do

1 have a gravity sewer system. The waterline is
2 situated to the far southern portion of our site.
3 We are proposing a waterline and running it up
4 along in a northerly direction along NYSUT Drive
5 and then stubbing that into our building, and we
6 are proposing a fire hydrant to be installed as
7 well.

8 In regards to stormwater detention, currently
9 this site does run from Route 7 towards the back
10 of the site, so that's a north to south pattern.
11 Most of the water will drain by here to the rear
12 of the site (Indicating). Some underground
13 detention is proposed here in the center portion
14 of the site.

15 There are some waiver requests and Mr. Grasso
16 outlined that in his letter dated May 23rd. In
17 essence because we are proposing a bank here and a
18 drive-thru teller, we do have some asphalt area in
19 front of the building, and also asphalt on the
20 side of the building. In essence what that does
21 is pushes us away from the maximum front setback
22 that the Town Code requests. So, we are seeking
23 waivers here for both the front yard here and at
24 NYSUT Drive. Additionally, we do need to provide
25 80 percent built-out in the front of the site. We

1 don't have that going with the building, but our
2 attention would be to provide some form of fencing
3 or stone pillars similar to what perhaps the
4 Trooper Barracks has next door.

5 Additionally, the third waiver is just that
6 we did have a driving aisle and stacking and
7 parking within the front yard setbacks. That's
8 another waiver that we will be looking for as
9 well.

10 Aside from that, I know that originally we
11 had submitted this plan and we had the building
12 pushed up closer to the road. We had a secondary
13 access coming out here (Indicating). We knew that
14 was a bit of a sticking point. We did want to try
15 to show a plan that was meeting more of the spirit
16 of the law in the two-story building up against
17 the highway. Again, because of the proximity of
18 that and that we were too close to Route 7, we did
19 shy away from that. I know that DOT and your
20 Highway Department was a little bit skeptical of
21 that.

22 So, aside from that, landscaping and
23 stormwater detention - we are showing a generator
24 here to just provide some emergency back-up to the
25 building. Additionally, typically most of these

1 commercial sites have dumpsters. With the
2 confidential information that goes on with the
3 banking industry, they just dispose of all their
4 waste inside their building with shredding and
5 things of that nature. So, we are not proposing
6 external dumpster on this site.

7 Aside from that, I did reference a letter
8 from Mr. Grasso here. We know that we have to
9 work with the site lighting, the landscaping, the
10 drainage, waterlines, emergency access and things
11 of that nature. So, we are able to obtain the
12 acceptance that we do tonight and move forward
13 with our design plans.

14 I know that you looked at some drawings last
15 time and if you don't mind, I'd like him to go
16 through some of the architectural highlights of
17 the building.

18 MR. GUERRA: I'm Al Guerra from Guerra and
19 Associates. We're architects for this project.

20 As you can see we have a two-story building.
21 In the first go around, we had a one story. The
22 two-story building accommodates all the uses that
23 the Bank of Kinderhook is looking for.

24 The first floor will be dedicated to retail
25 banking; teller lines and a customer service

1 representative to serve the customers as they come
2 in.

3 The rear of the building faces the parking
4 lot and that would be the main entrance of the
5 building. That will house a stairway up to the
6 second floor - an emergency stairway as well as an
7 elevator and it also has a 24-hour ATM facility in
8 the vestibule. It will also have a front
9 entrance, so that this will connect into the
10 sidewalk along Route 7 that's there now
11 (Indicating). Therefore anybody coming by bus or
12 whoever that is let off by the bus stop can enter
13 the building via the front and will not have to
14 travel all the way to the back.

15 The second floor is going to be dedicated to
16 commercial lending. It's about five offices and
17 two administrative support stations. Most of the
18 commercial lenders will actually be off-site.
19 They'll be making appointments to make in the
20 office but for the most part, they'll be off-site
21 visiting and drumming up business for the bank.
22 Basically that's it.

23 We do have three drive-up lanes. The first
24 drive-up lane will have an ATM and a night drop.
25 There will be no teller active here with the ATM.

1 The second lane will have a teller machine and the
2 third lane will have a teller machine. So, we'll
3 have three functioning lanes and it will not be an
4 emergency escape lane. We just don't have the
5 room for it. Again, most of the time the third
6 lane is rarely used. It's only used when there is
7 actually a lot of traffic moving up in the
8 queuing. So, this will end up being the escape
9 lane, so that people won't get frustrated with the
10 line.

11 The building is two-stories and the building
12 is based on a design that is already existing in
13 East Greenbush at their East Greenbush branch.
14 That looks like this (Indicating).

15 It's a two-story concept. The first story is
16 a combination of a faux stone and a precast
17 concrete water table and brick above it, up to the
18 second floor. That transitions from the cornis
19 work and that then transitions to another material
20 which is the efus in a couple of different shades.
21 It's all based on, as I said, the East Greenbush
22 branch and basically we're going to be replicating
23 that look and pretty much all the colors that you
24 see here. The colors that you see here are not
25 exactly what is shown here. That's only because

1 the computer that we had and the printing machine
2 that we had is not able to have all the colors to
3 replicate what you see here. This here is the
4 actual design. The design also incorporates
5 canopies on all of the entrances on the first
6 floor. It give shading as well as providing
7 protection to the entry and exit.

8 There will be parapets on the buildings, so
9 that any mechanical use - there will be three
10 mechanical units up on the top on the roof. That
11 portion of the roof will be hidden. You will not
12 be able to see it from he roadway or from any
13 other vantage point other than if you're higher
14 up.

15 I also brought some interior perspective just
16 to give you a sense of what is going to be there.
17 You can see that it's a fairly modern look. This
18 actually replicates what the East Greenbush bank
19 has. It's kind of their format for finishes and
20 lighting. We think that it's a very handsome
21 look.

22 Do you have any questions?

23 CHAIRMAN STUTO: Not at this point. I think that
24 it looks very nice.

25 MR. GUERRA: Thank you.

1 CHAIRMAN STUTO: Is that it for your presentation?

2 MR. GUERRA: Yes.

3 CHAIRMAN STUTO: Joe, would you like to give your
4 comments?

5 MR. GRASSO: There is a comment letter in your
6 packet dated May 23rd and I'll go through some of the
7 items.

8 As Steve was describing, the plan has been
9 revised since their initial application and it
10 addresses the majority of the comments that came
11 out of the DCC meeting that we had with the Town
12 departments.

13 The second one talks about some of the
14 specific concerns that were brought up during the
15 sketch plan review including the locations of the
16 curb cuts on NYSUT Drive, some on-site circulation
17 issues and the drive-thru access aisles were
18 within the front yard. They're concerned about
19 the screening and the headlights through the
20 installation of low level landscaping and
21 considering making the building two floors. It
22 appears that all of these comments have now been
23 incorporated into the current plan before us.

24 In terms of SEQRA, the building has grown
25 above 4,000 square feet, so it's now going to be

1 classified as an unlisted action pursuant to
2 SEQRA. So, we'll look to get an environmental
3 assessment form in the file under review. We'll
4 draft SEQRA findings for consideration for the
5 Planning Board prior to final site plan approval.

6 As Steve mentioned, there are three waivers
7 that would be required from the COR design
8 standards.

9 The first one is the frontage build-out of 80
10 percent along Route 7 and NYSUT Drive. The second
11 being the maximum front yard building setback of
12 25 feet from Route 7, and 20 feet from NYSUT
13 Drive. The third being the drive-thru access
14 aisles and stacking spaces being prohibited within
15 the front yard. One of those - because the
16 circulation drive for the drive-thru across the
17 front yard, we recommend that consideration be
18 given to extending additional fencing and stone
19 columns along Route 7 in order to meet the
20 objectives of the frontage build-out requirement.
21 I say that with a caveat because there is a
22 substantial fence and brick columns used in front
23 of the New York State Police Headquarters. So,
24 whatever is done across this site, shouldn't fight
25 against what was done on that site. Obviously,

1 we're not going to look at anything nearly as
2 significant or massive in scale. So, there is
3 something that can be done that complements it and
4 it doesn't compete with it and doesn't look tacky
5 tacky in scale compared to what we have on the
6 site. That's just something that the Planning
7 Board should consider and we may be able to get a
8 rendering or something as part of a final site
9 plan application to help the Planning Board in
10 that decision.

11 Regarding the parking, they're currently
12 proposing 17 parking spaces with three landbanked
13 parking. Based on the proposed use and the size
14 of the building, 26 parking spaces would be
15 required. So, they are able to get a waiver for
16 less parking. Typically, you hear us encouraging
17 building only the parking that you need, but
18 because it's a substantial decrease, we would like
19 to see some additional justification for the
20 proposed waiver from that requirement. That can
21 come from doing parking counts on existing
22 facilities to help us make that determination that
23 the amount of parking that's there is going to be
24 appropriate.

25 It is a very tight site, so if we over park

1 the site, we're probably going to have cars parked
2 on NYSUT Drive and we obviously want to avoid
3 that, because there is no other shared parking
4 arrangement available to this site.

5 CHAIRMAN STUTO: Is there room to bank more, or
6 no?

7 MR. GRASSO: You mean and build less?

8 CHAIRMAN STUTO: No, more to the site.

9 MR. GRASSO: They've really taken availability of
10 all the space available on this site. They have
11 discussed with us landbanking additional spots, but we
12 thought that they would encroach onto drive aisles or
13 potentially block the entrance, so we would discourage
14 landbanking anymore spaces on the site.

15 MR. HART: We can see here that this really isn't
16 much room in the front, or the central area of the site
17 (Indicating). The area here angles down here and it
18 gets more and more difficult. We are showing three
19 here as banked. There are 17 spaces here and three
20 banked that we're proposing here in a lighter gray
21 shade (Indicating). The more that we push down on this
22 area, it really squeezes up and we don't have much room
23 to work with.

24 CHAIRMAN STUTO: Even those banked spaces are kind
25 of an odd spot, aren't they? They're separated by the

1 drive lanes, too.

2 MR. HART: Yes.

3 MR. GRASSO: They've demonstrated that they don't
4 think that they need those spaces and that they can
5 live off of 17 spaces. We would just like to see
6 empirical data to justify that's going to be sufficient
7 for the use.

8 CHAIRMAN STUTO: When you say comps, how does that
9 demonstrate it?

10 MR. GRASSO: Well, if they have another facility
11 that they have described and look at how much parking
12 they provide, do some parking counts during a maximum
13 usage period and compare that to this facility, we
14 should be able to get more of a comfort zone than 17
15 spaces.

16 MS. MILSTEIN: How many employees are you looking
17 at?

18 MR. HART: I believe that we provided that in the
19 narrative. On the first level it's between two to
20 three employees, and on the second level from five to
21 seven. So, the maximum count would be 10; if you had
22 three on the bottom and seven on the upper level.
23 Again, Mr. Guerra pointed out that the commercial
24 lenders up top really isn't aren't going to be inside
25 the office. They're really going to be out drumming up

1 business, but they needed offices and things of that
2 nature.

3 MS. DALTON: If all of the people are upstairs and
4 they're each meeting with somebody, that would be your
5 entire 17 spaces.

6 MR. HART: That would be correct.

7 CHAIRMAN STUTO: Not to mention the customers.

8 MS. DALTON: The last time that you appeared
9 before us, we actually spoke to you about a site
10 further down the block, or Joe was going to work and
11 talk to you about some of the other sites that might be
12 available, because of how tight this space was. I
13 wondered, did you entertain looking at any of those
14 other sites, or is your heart set on this one?

15 MR. BALLI: I may have mentioned that we hired a
16 national firm to help us locate this spot and there
17 have been several other spots out there. There was one
18 in particular that we looked at. One is an existing
19 building, and a couple are vacant parcels. From what
20 they are telling us, everything is very favorable to
21 this spot. It's a very detailed study that they did.
22 That's why we continue to focus on this parcel.

23 CHAIRMAN STUTO: We're the first Board to say, I
24 think, in our experience that you don't always need the
25 parking that's required in our Land Use Law. Even if

1 all the employees show up, you're kind of cutting it
2 close. It's quite a deviation from the 27.

3 Are there any engineering standards, Joe, or
4 any books? Sometimes they have traffic generation
5 books. I don't know if there is a similar thing
6 for parking.

7 MR. GRASSO: Most of the parking standards provide
8 an excess of parking and the lots are never full, which
9 is why most municipalities now are encouraging a
10 deviation from what the parking standards say.

11 CHAIRMAN STUTO: I understand that, but I asked
12 you if there are any books -- like for example, are
13 there any traffic generation books that would analyze
14 appropriate parking and a comparison could be made in
15 that?

16 MR. GRASSO: We can look at it.

17 CHAIRMAN STUTO: Are there any that you know of,
18 or no?

19 MR. GRASSO: There is some old data. I'll have to
20 see if there is something more current. The banks have
21 changed through the years and they see a lot more
22 drive-up window service than they did years ago. There
23 is a lot more electronic banking being done now. I
24 think that it's important that we don't rely on a study
25 that is 30 years old and the parking books that I know

1 of are all at least 30 years old.

2 CHAIRMAN STUTO: That's a fair point.

3 MR. TENGELER: I'd like to make a suggestion that
4 they supply us with data from their other sites as to
5 the percentage of customers that use the drive-thru.

6 CHAIRMAN STUTO: It's sort of self-serving.

7 MS. DALTON: I don't think that East Greenbush and
8 Colonie are necessarily comparable.

9 CHAIRMAN STUTO: Do the best that you can to
10 convince us. It's something that I'd like to take a
11 look at.

12 MR. GRASSO: Obviously, there are other banking
13 facilities that have recently been constructed. You
14 could easily go out there and do parking counts on a
15 Saturday at 12:00, which is probably one of their
16 busiest times or in the afternoon.

17 CHAIRMAN STUTO: When is the busiest parking time
18 for banks?

19 MR. BALLI: It depends on the customer base.
20 Friday, late afternoon into the evening if it's a
21 payday, it could be a busy day. Again, it depends on
22 where that branch is located. If there is a large
23 amount of customers -

24 CHAIRMAN STUTO: Right, that you're hoping to have
25 that next door. I remember you said that and I don't

1 blame you.

2 MR. BALLI: A lot of that -- the drive-thru does
3 take a lot of that. Sometimes we'll have extended
4 hours. It's only the drive-thru that's open. The
5 lobby itself isn't open.

6 CHAIRMAN STUTO: You can't get into the lobby with
7 an ATM card?

8 MR. BALLI: You could get into the vestibule.

9 CHAIRMAN STUTO: Are you going to be open on
10 Saturday? A lot of times I don't go into the bank much
11 either, because of all the electronic stuff. Sometimes
12 the only time that I can go is Saturday morning and I
13 go up to the branch that happens to be open.

14 MR. BALLI: We might be open 8:30 to 1:00 or
15 something like that.

16 CHAIRMAN STUTO: That's a busy time?

17 MR. BALLI: Those would be Saturday hours.
18 Saturdays could be steady, especially in the morning
19 until about 11:00. Then, a lot of people get busy
20 through the day. Commercial lenders are not there on
21 Saturday.

22 MR. GRASSO: So, the employees in the upstairs
23 would not be there on Saturday?

24 MR. BALLI: No, not on Saturday. They don't make
25 money when they're in the office. Commercial lenders

1 are out and about.

2 MS. MILSTEIN: I have a question about the
3 drive-thru. If someone gets impatient and they don't
4 want to wait anymore, on the third lane, is there room
5 for them to just go around? Say there are cars in
6 each of those lanes, there isn't room to go around?

7 MR. HART: If one car was here and we've got this
8 fanned out enough here perhaps that one car could get
9 around it, but if you had two cars in the outside
10 teller lane, it would be difficult for a car to get
11 around.

12 MR. GRASSO: There becomes a decision point as
13 you're coming up on that side of the building, if
14 you're seeing a long queue, you're going to want to
15 take a left and circle back around.

16 MS. MILSTEIN: Is there any reason that you have
17 to have three, and you can't have two?

18 MR. BALLI: Steve mentioned that lane one is an
19 ATM only and it seems best to have that. It's right on
20 the wall. Lane one would only be ATM. Could you only
21 have one? It's not ideal, but there are banks that do
22 that.

23 MS. DALTON: At SEFCU they have two, but they're
24 staffed so you can still escape, if you want to. So,
25 they're back to back. That might be an option. That

1 might give you more room. That's the SEFCU in Latham.

2 MR. GRASSO: We had looked at that because it's a
3 pie-shaped lot, and a line just and it widens out. We
4 were concerned about adding to the queue. We would
5 rather just have two so that the queue gets shorter and
6 it gets you closer to the area where it's wide enough
7 to actually serve as an escape lane. It was one of the
8 things that we had considered in our review.

9 MR. HART: Again, we're trying to stay a certain
10 distance of 10 or 15 feet off the sideline here with
11 asphalt. I'm wondering if that was a big sticking
12 point if we didn't flare this out here and - I don't
13 want to say a full access lane, just to provide more
14 room or two or three cars back up here (Indicating).

15 MS. DALTON: Because your neighbor on that side is
16 going to be the State Police who aren't going to feel
17 compelled to have a lot of privacy anyway, I would be
18 more inclined to waive some standards on the side of
19 the building to give you a little bit more room because
20 of the situation that you have with that particular
21 site.

22 MR. GRASSO: So, maybe cut it from 10 feet to five
23 feet?

24 MS. DALTON: Yes.

25 MR. GRASSO: Steve, that's what you're showing now

1 is 10 feet.

2 MR. HART: That's correct.

3 MS. DALTON: If you did that, then the only thing
4 that I would say is the photo of the existing East
5 Greenbush branch looks like - unless this is just the
6 wrong season to have the landscaping look pretty, it
7 doesn't look lovely through here. So, if we're going
8 to cut it down, I want you to really pay attention to
9 make what you have left there look nice.

10 MR. HART: I agree with your point of what the
11 State Troopers have next door. We're actually facing
12 their detention pond over there. There is some growth
13 on the downhill side of their detention pond. You can
14 see their buildings and their parking areas the way
15 that they have rather a large detention pond. I know
16 that this photo here doesn't show it, but it's fairly
17 heavily vegetated with some of their own vegetation.

18 MS. DALTON: I live right down the block. I could
19 walk to that site, so I know exactly what you're
20 talking about.

21 MR. HART: So, we really don't want to be
22 impacting a residential neighbor or detract from
23 another business. That's a point well taken.

24 CHAIRMAN STUTO: Did you go over all your
25 comments?

1 MR. GRASSO: They're the ones that are relatively
2 technical and we feel that they will be able to address
3 the plans.

4 Comment 13 is regarding the availability of an
5 emergency apparatus to circle around the front of
6 the building. Obviously, if we widen out that one
7 side an additional five feet, it's only going to
8 help that. I'm sure that Steve will be able to
9 give us turning templates that we can review to
10 make sure that trucks can get around that.

11 CHAIRMAN STUTO: Any members of the public like to
12 be heard?

13 (There was no response.)

14 CHAIRMAN STUTO: Planning Board Members, any other
15 comments?

16 (There was no response.)

17 CHAIRMAN STUTO: I'd say take a close look and
18 consider our comments closely. Please convince us on
19 the parking with some data that we can critically look
20 at and ask questions about. If there is any modern
21 engineering studies or concepts or books, I think that
22 we'd like to hear it.

23 We said at the beginning that we thought that
24 you were trying to do a lot with what was kind of
25 a small lot. We appreciate that you want to be in

1 that location. I think that architecturally it
2 looks pretty darned good. So, please work with us
3 and if you can provide us the answers to our
4 questions, I think that we'll do well in the next
5 round.

6 MR. HART: Knowing that there maybe some
7 flexibility on this side with the green buffer here,
8 I'm just wondering as well. We might be able to look
9 at some different parking concept or maybe some banked
10 parking along here without impacting that lane.

11 CHAIRMAN STUTO: I think that's a great idea.
12 We don't have to take any action on SEQRA
13 tonight, right?

14 MR. GRASSO: No.

15 CHAIRMAN STUTO: Would somebody like to make a
16 motion on concept acceptance?

17 MS. GOMEZ: I will make that motion.

18 MS. MILSTEIN: I'll second it.

19 CHAIRMAN STUTO: Any comments or questions?

20 (There was no response.)

21 CHAIRMAN STUTO: All those in favor, say aye.

22 (Ayes were recited.)

23 CHAIRMAN STUTO: All those opposed say nay.

24 (There were none opposed.)

25 CHAIRMAN STUTO: The ayes have it. Thank you.

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(Whereas the above proceeding was concluded
at 9:00 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 June 19, 2013

