

1 PLANNING BOARD COUNTY OF ALBANY

2 TOWN OF COLONIE

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4 CAMPITO PARKING EXPANSION
5 150 WADE ROAD
6 SKETCH PLAN REVIEW

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8 THE STENOGRAPHIC MINUTES of the above entitled
9 matter by NANCY STRANG, a Shorthand Reporter,
10 commencing on September 29, 2015 at 8:11 p.m. at The
11 Public Operations Center, 347 Old Niskayuna Road,
12 Latham, New York

11 BOARD MEMBERS:
12 PETER STUTO, CHAIRMAN
13 TIMOTHY LANE
14 LOU MION
15 TIMOTHY LANE
16 SUSAN MILSTEIN
17 CRAIG SHAMLIAN

16 ALSO PRESENT:
17 Kathleen Marinelli, Esq., Counsel to the Planning Board
18 Joseph LaCivita, Director, Planning and Economic
19 Development
20 Chuck Voss, PE, Barton and Loguidice
21 Daniel Hershberg, PE, Hershberg and Hershberg

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1 CHAIRMAN STUTO: The next project is Campito
2 Parking Expansion, 150 Wade Road. This is a sketch plan
3 review. This is a 200 car parking expansion.

4 Joe, do you have any introductory remarks for
5 the Campito Parking Expansion?

6 MR. LACIVITA: Yes. The reason that this project
7 was before the Planning Board tonight is we are here for
8 sketch plan review, but the applicant has an existing
9 tenant that is requiring some additional parking due to
10 an expansion that is at this site. The site is located
11 at 150 Wade Road. It was through our Development
12 Coordination Committee on August 12, 2015. Comments
13 were made by our Planning Department, but again this is
14 strictly a parking lot expansion and Mr. Hershberg is
15 here with Mr. Campito to take us through the project.

16 MR. HERSHBERG: Thank you, Joe. My name is Daniel
17 Hershberg from Hershberg and Hershberg. With me today
18 is Peter Campito, my client, and Bill Mafrici the
19 gentleman in my office who has been working diligently
20 on this plan.

21 This building is leased to the New York State
22 Department of Taxation and Finance, the tenant in
23 that building. There is no change in building
24 footprint that is required because they are
25 converting some space interior to the building for

1 more work space. The 200 additional parking spaces
2 - you may realize that although we have a
3 significant number of parking spaces on the site
4 already 458 here, 248 here, the parking here is
5 somewhat seasonable. They do have seasons of the
6 year where there is much more parking there than
7 not. There are times of the year where there are
8 additional employees that are there to process those
9 beautiful tax forms that everybody in New York State
10 has to send in. Consequently there is the need for
11 these 200 parking spaces. There are the tenant's
12 requirements and in order to do that we took
13 advantage of a space here which was left vacant
14 previously when it was built on the theory that if
15 parking had to be built, the space was available.

16 Existing parking space does have a stormwater
17 treatment system which goes across here (Indicating)
18 and discharges into a basin at this point here.
19 That basin will be maintained. The asphalt parking
20 lot is going to be porous asphalt. We are not going
21 to discharge anything into any system. The way that
22 we accomplish that is we are fairly sure that the
23 groundwater -- we have to be four feet clear of the
24 groundwater because we are in a principal aquifer
25 area. We were able to bring the grade up slightly

1 from here to give us another foot of coverage over
2 that groundwater table so that we could use porous
3 pavement on that entire area. So, we will not be
4 changing the discharge of water at all. The water
5 that now falls on the ground will fall on the
6 pavement and go directly into the ground.

7 CHAIRMAN STUTO: Are you saying raise the elevation
8 of that whole square?

9 MR. HERSHBERG: This square here is up about a foot
10 or a foot and a half higher than the existing grade.

11 CHAIRMAN STUTO: From material that you brought in?

12 MR. HERSHBERG: We would normally have to bring in
13 gravel anyway to build our pavement anyway so that
14 material was brought in. We'll have to bring a stone
15 sub base in to hold the stormwater. It's call a
16 reservoir underneath the porous asphalt. So, that
17 amount of material would have to be brought in anyway.
18 Rather than cutting it out and putting material in,
19 we're primarily building some of that material on top of
20 the existing ground which allows us greater clearance
21 from the groundwater table. Otherwise, we would have to
22 find another method of handling the groundwater rather
23 than porous pavement.

24 There is a water easement through the site and
25 a sewer easement that has easements through the

1 site, but those won't be impacted by your system. We
2 do leave a significant buffer of foliage here and
3 this area right here is green with very few trees
4 but there are trees around the site there.

5 We do show trees here. This existing line of
6 trees here - we can't repeat that on this side here
7 because we have a watermain in there. We will be
8 planting shrubs and groundcovers in those island,
9 but we can't plant street trees in those islands due
10 to the watermain that runs directly under there.

11 CHAIRMAN STUTO: That's internal to the site;
12 right?

13 MR. HERSHBERG: Yes, it is internal to the site.

14 CHAIRMAN STUTO: Can we enhance the exterior at
15 all?

16 MR. HERSHBERG: We have some trees there and we can
17 enhance this row out here and add some more trees out
18 there. Again, if you drive through there, none of these
19 trees you can actually see underneath - they're
20 certainly not screening. We can add some more and add
21 some more substory elements to do some screening.

22 CHAIRMAN STUTO: This all complies with the zoning
23 greenspace requirements and so forth.

24 MR. HERSHBERG: Yes, sir.

25 CHAIRMAN STUTO: I have no objection, if you

1 enhance the front.

2 MS. MILSTEIN: I have a question for you. By
3 raising it, isn't it over time going to sink?

4 MR. HERSHBERG: No, the soil there is quite porous,
5 but it's also quite sturdy. It's Colonie sand and it
6 won't settle very much. When we put it in, we'll roll
7 it. You do have to be careful with porous pavement.
8 You can't over compact it because then the soil becomes
9 impervious. With all porous pavement, you do get over a
10 period of five or ten years, very slight rolls in the
11 pavement. When you drive on porous pavement you see
12 some slight discontinuity, but that's the nature of the
13 beast of the porous pavement. It has nothing to do with
14 putting the extra fill there.

15 CHAIRMAN STUTO: The Town Designated Engineer is
16 Barton and Loguidice on this.

17 I know that you haven't done a thorough review.

18 MR. VOSS: Just sketch. No, Dan has done a lot of
19 porous pavement jobs in the Town. Under the right
20 conditions, they work very well. I would assume that it
21 would be the same with this. We'll just be curious to
22 look at your design, that's all. It's certainly
23 reasonable.

24 MR. HERSHBERG: We actually are using this standard
25 design that we have revised in the past few years. We

1 now have a mix that we add a palmer additive to it which
2 holds the stone and on some of the old porous pavement,
3 the stone used to kick out very easily. With the Palmer
4 additive to the asphalt, it's much more resistant than
5 that. It's a good product.

6 CHAIRMAN STUTO: The screening would be great from
7 my perspective.

8 Anything else?

9 MR. HERSHBERG: No.

10 CHAIRMAN STUTO: Thank you.

11 MR. HERSHBERG: Thank you.

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14 (Whereas the above entitled proceeding was
15 concluded at 8:19 p.m.)

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CERTIFICATION

I, NANCY L. STRANG, 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 L. STRANG

Dated _____

