

1 PLANNING BOARD COUNTY OF ALBANY

2 TOWN OF COLONIE

3 *****

4 CUMBERLAND FARMS
1147 CENTRAL AVENUE
5 SKETCH PLAN REVIEW

6 THE STENOGRAPHIC MINUTES of the above entitled
7 matter by NANCY L. STRANG, a Shorthand Reporter,
8 commencing on September 13, 2016 at 7:39 p.m. at The
Public Operations Center, 347 Old Niskayuna Road,
Latham, New York.

9

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

18 ALSO PRESENT:

19

20 Kathleen Marinelli, Esq. Counsel to the Planning Board
21 Joseph LaCivita, Planning and Economic Development
22 Department
23 Michael Tengeler, Planning and Economic Development
24 Department
25 Stephanie Bitner, Esq.
James Gillespie, PE, Bohler Engineering
Charles Voss, PE, Barton and Loguidice

26

27

28

29

1 CHAIRMAN STUTO: Next on the agenda is
2 Cumberland Farms, 1157 Central Avenue, sketch plan
3 review, raze existing former hardware store and
4 construct a 4,786 square foot convenience store and
5 six-pump fuel canopy.

6 Joe LaCivita, do you have any preliminary
7 comments?

8 MR. LACIVITA: Sure, just a couple of minor
9 things that happened during the course of this
10 project. The project was first before DCC where we
11 saw this project as a mini-mart as a whole before
12 Cumberland Farms became the applicant for the process.
13 The project has changed a little bit since we saw it
14 at DCC, based on a drive-thru lane that we saw in the
15 back that has since gone away. Cumberland, as you
16 know, has done a wonderful job on Route 2 in
17 redeveloping that site. We're going to do a similar
18 project here.

19 The TDE at the DCC on September 23rd was Clough
20 Harbour up until there was a conflict internally with
21 Clough Harbour and Cumberland and that's why we now
22 have Barton and Loguidice.

23 I'm going to turn it over to the development
24 team of Stephanie Bittner and their team and we'll go
25 forward from there.

1 MS. BITNER: Good evening. We're discussing
2 this project for the first time, but you have seen
3 this product, as Joe had mentioned not only at 207
4 Troy Schenectady but right over in the Village up the
5 street from this site on Central Avenue. That new
6 store will be opened tomorrow, actually.

7 What we are looking at is a site that is 1.9
8 acres in size. It's located at the corner of Central
9 and Reynolds. As Joe had mentioned, there is a vacant
10 Phillips Hardware store that encumbers the property as
11 it exists today. It's in the NCOR zone. Our main
12 interest today is to have some understanding from the
13 Board for the waivers that we are going to be seeking
14 for this project. They are very similar to 207 Troy
15 Schenectady, Cumberland is seeking to have the canopy
16 located in the front of the store. As a result, a
17 waiver will be required for that request.

18 Also, for the maximum build-out, the store is
19 set back a bit further, but we are looking to work
20 with the Board to help with landscaping, decorative
21 fencing or anything to help minimize that request.
22 Maximum setback from Reynolds Street will also be
23 necessary for a waiver as well as parking to have it
24 located with this type of layout in the front. As I
25 mentioned, this is not your average Cumberland Farms

1 that we've seen years ago - the blue and the orange -
2 that box store. We are looking to develop this on the
3 site (Indicating). This is a new image, new services,
4 new merchandise, outdoor seating, new architecture
5 with a colonial style which is carried out with the
6 canopy. We feel that with this product that we are
7 looking to design will minimize those waivers that we
8 are seeking from the Board today.

9 CHAIRMAN STUTO: Can you walk that nice pretty
10 picture in front of the Board?

11 MS. BITNER: Absolutely.

12 CHAIRMAN STUTO: This is similar to the one on
13 Route 2?

14 MR. LACIVITA: That is Route 2.

15 MR. GILLESPIE: These are the actual
16 elevations for this store. It's exactly the same
17 architecture.

18 The only other thing that I would like to add
19 is this will be an increase of 14% greenspace from the
20 existing condition. That will be an improvement all
21 around - as far as aesthetics, greenspace, landscaping
22 and stormwater management. It's going to be nice.

23 MR. LACIVITA: Jim, can you walk us through
24 some of the delivery components as to how gas will be
25 coming in? What happened before was there were

1 concerns about truck traffic coming in, turning around
2 and coming back. Can you just show how this is an
3 improvement to the site.

4 MR. GILLESPIE: What we are looking to do here
5 is a right-in only entrance. That would accommodate
6 -- there is a mountable curb and a concrete apron here
7 that could accommodate a fuel delivery truck, which
8 could make this turn and then unload here and exit out
9 this way (Indicating). The delivery trucks can come
10 in here back into this spot (Indicating). Dumpster
11 deliveries can occur here off of the path and away
12 from the canopy flow and customer flow.

13 CHAIRMAN STUTO: Can you go over the movements
14 on each of those ingress and egresses? In other
15 words, you said the one that is right-in and
16 right-out.

17 MR. GILLESPIE: These are full in and out.
18 This would just be a right-in only. So, this would
19 accommodate - and there are obviously multiple options
20 and movements that can occur here.

21 CHAIRMAN STUTO: There is not a light at the
22 intersection, correct?

23 MR. LACIVITA: No, it's not signalized.

24 MR. GILLESPIE: The intent, typically with a
25 convenient store is to accommodate -- traffic is

1 typically pass by so we like to look at maintaining
2 that flow in and then back out of the site from all
3 directions. That's why we usually want to see
4 multiple options so that there is not a bottleneck at
5 one access point and there is not a bottleneck in the
6 site trying to get to one access point. So, if you
7 can accommodate an easy right-in and an easy right-out
8 or an easy left-in and an easy left-out and back out
9 to this intersection (Indicating), that's typically
10 what we're trying to provide.

11 CHAIRMAN STUTO: Did we see this before with
12 the ingress and egress on the side road, or not --
13 with the prior project or did that just to DCC?

14 MR. LACIVITA: It just went to DCC and again it
15 had a loop in the back for a drive-thru because it was
16 going to be a drive-thru on that project.

17 CHAIRMAN STUTO: There is going to be impact on
18 the neighbors on the side streets. The traffic is
19 probably one of my biggest concerns.

20 Chuck, have you thought much about this yet or
21 no?

22 MR. VOSS: We just initially got it not too
23 long ago, Peter. The existing hardware store site now
24 has three curb cuts. It's got two on Central and it's
25 got one on Reynolds.

1 CHAIRMAN STUTO: Right, but that's pretty old.

2 MR. VOSS: Yes. But I would think from a
3 circulation standpoint certainly the more ingress and
4 egress points, the better - for a site like this.

5 CHAIRMAN STUTO: It's better for the site, but
6 it might not be better for the residents.

7 MR. VOSS: That could be. I think that having
8 that potential curb cut on Reynolds close to the
9 intersection or as close to the intersection as you
10 can - still, a lot of internal circulation is better a
11 better idea. We'll look at it, certainly, from a
12 circulation standpoint and see if we can come up with
13 more thoughts as we go.

14 CHAIRMAN STUTO: Any of the other Board Members
15 have thoughts on that?

16 (There was no response.)

17 Is that a house right behind it?

18 MR. GILLESPIE: Yes.

19 CHAIRMAN STUTO: So, that's residential. How
20 about across from the ingress and egress? Are those
21 houses too, on the other side of Reynolds?

22 MS. BITNER: The houses are behind here
23 (Indicating).

24 MR. SHAMLIAN: Is that a bus stop right in
25 front?

1 MR. GILLESPIE: Yes.

2 MR. SHAMLIAN: How is that going to work?

3 MR. GILLESPIE: That's going to work the same
4 way that it does today. There is a pull off right
5 here and there is room for that bus to stop.

6 MR. SHAMLIAN: But if there is a bus sitting
7 there and you're looking to get out -- the busses
8 could be blocking your view completely.

9 MR. GILLESPIE: It would be temporary and you'd
10 have another option.

11 MR. SHAMLIAN: Yes, but you're not going to
12 recognize that you have another option. It's going to
13 be too late by the time that you realize that there is
14 a bus there.

15 MR. LACIVITA: Could you potentially show a
16 queue lane back and how many cars would be there in
17 case that is blocked by the bus? That is a fast lane
18 turn off, isn't it, or is it just the regular stop. I
19 think that there is a regular stop there.

20 Let's just see how many cars could stack?

21 MR. GILLESPIE: When we get into a traffic
22 analysis, certainly that would be a focal point of
23 that.

24 MR. SHAMLIAN: That just seems like a pretty
25 odd arrangement where the bus stop is in between the

1 two points of ingress and egress on the same property.

2 MR. LACIVITA: We'll have DOT and CDTA comment
3 on that as well.

4 CHAIRMAN STUTO: We had discussions on this and
5 it's kind of an interesting education. CDTA prefers
6 the bus to stop right in the street. The people who
7 agree with them argue that it mitigates fast traffic
8 because they are blocking part of the traffic and it's
9 good for their passengers because they can just pick
10 up their passenger and drop them off and get going.
11 The people who commute on that road - and I think that
12 Lou had an opinion on that and so did I -- we like it
13 better when you can pull off so that the traffic can
14 get by. Those are basically the two pros and cons. I
15 favor the pull offs, myself.

16 MR. LACIVITA: We saw the same thing with
17 Aldis.

18 MR. LANE: They don't want to take the extra
19 time. Their contention was that they have to wait for
20 traffic and that puts them behind schedule because
21 every 30 seconds or so lost during that going down the
22 road is problematic.

23 MR. MION: Based on their own criteria that we
24 have a copy of, it works the way that it is now.
25 Aldi's should have never happened.

1 MR. VOSS: It's not something that the bus is
2 unfamiliar with. That's an existing curb cut and
3 there is the pull off.

4 CHAIRMAN STUTO: We'll think hard about that
5 and Chuck if you and your engineers think hard about
6 the other traffic issues that we raised -

7 MR. VOSS: Yes.

8 CHAIRMAN STUTO: Anything else from the Board?

9 MR. LANE: I always wondered why the pumps are
10 set up and that perpendicular is better than parallel
11 to the road or angled -- and why that is more
12 desirable than another position for the pumps
13 themselves.

14 MR. GILLESPIE: I'm glad that you asked that.
15 Cumberland has put a lot of thought into this and they
16 have tried many things. This is a proven winner for
17 them. The spacing between the pumps, the spacing
18 between the building and the perpendicular
19 configuration. It allows the best circulation from
20 all directions and all gas tank locations. The other
21 thing that it promotes is -- what they would very much
22 like to have is every customer pull in, fuel up and
23 then pull straight into the building. That would be
24 ideal for them and anything -

25 MR. LANE: People just leave the pumps and go

1 to the store.

2 MR. GILLESPIE: But anything they can do to
3 encourage customers to do that -- this is the optimum
4 layout to encourage that to happen. They found that it
5 does and that more customers will make that movement.
6 It's very easy for them that when they fuel up and
7 they see an open spot, they will just pull straight
8 ahead. That's the reason.

9 MS. DALTON: It appears that you're going to do
10 some clear-cutting in the back and then leave some
11 greenspace as opposed to just leaving it grown in as
12 it is. What is your plan?

13 MR. GILLESPIE: We need an area for stormwater
14 management and obviously this is the perfect spot.
15 This is taken up with underground utilities and gas
16 piping and gas tanks (Indicating). There will be some
17 stormwater management here. We hadn't gotten into a
18 detail design. This is a conceptual area. We'll
19 obviously minimize that as much as we can and save as
20 much of this buffer and greenspace as we possibly can.
21 As a conceptual area, that's probably where it's going
22 to go. Again, we are increasing greenspace by 14% so
23 hopefully the stormwater management area is not going
24 to be that big. In fact, we may be able to accomplish
25 it all underground in this one spot that we have.

1 This will get a lot smaller. We just want to bring it
2 to your attention that may have to be a stormwater
3 area. Maybe we can shrink it and get some more -

4 MS. DALTON: I would encourage you that while
5 it's NCOR -- you're right next to a residential area.
6 I'm certain that the trees and the growth there are
7 providing a lot of noise reduction and screening. So,
8 greenspace is one thing but really leaving some of
9 that vegetation in place is probably going to help
10 those neighbors. I would just encourage you -- the
11 fact that it's Cumberland Farms and you guys did a
12 great job on Troy Schenectady Road. There is no doubt
13 about it. I'm sure that when we open up this meeting
14 there are going to be neighbors here concerned about
15 the increased traffic and the increase in everything
16 and they won't be wrong. If you could start now
17 thinking about how we are going to answer them when
18 they're here, that would be useful.

19 MR. GILLESPIE: Yes, we definitely will. At
20 the conceptual stage we did show some thick evergreens
21 that we'll put here and a fence. This will be a busy
22 area. There won't be any noise associated with
23 stormwater management but obviously -

24 MS. DALTON: But as you get rid of any of that
25 thicker brush and vegetation, the noise travels.

1 MR. GILLESPIE: We will keep that in mind, for
2 sure.

3 MR. AUSTIN: Also, will there be
4 interconnectivity between the two different sites and
5 the site to the west? I'm not sure exactly what that
6 is. Is there any way to connect to that?

7 MR. GILLESPIE: We are using that for parking.
8 I'm not sure that they would have any interest in
9 that.

10 CHAIRMAN STUTO: We'd like to plan for future
11 connectivity, if they redevelop that site. I'm not
12 sure if there is a shared driveway opportunity here.
13 I assume that you don't want to do that but we would
14 at least like connectivity.

15 Do you see what we are saying, Chuck?

16 MR. VOSS: Yes. We have an aerial photo and
17 we're just looking at it. The adjacent parcel - I
18 think that it's a bar or maybe a nightclub.

19 MS. BITNER: It says McGarry's.

20 MR. VOSS: They have some greenspace between
21 the two properties. There is a bump-out island in
22 there, but maybe towards the back there might be some
23 possible interconnectivity. We'll look at that.

24 CHAIRMAN STUTO: Or reserve that for some for
25 some future opportunity if that site gets redeveloped.

1 MR. LACIVITA: So, Identify the site
2 connection.

3 MS. DALTON: That is DeCarlo's. DeCarlo's is
4 owned by McGarry's.

5 MR. LACIVITA: We may just notate it on the
6 plans for some future access.

7 MS. BITNER: Understanding those comments and
8 obviously taking those all into consideration, do you
9 see the waivers as being feasible for this project,
10 going forward?

11 CHAIRMAN STUTO: Can you say what the waivers
12 are again?

13 MS. BITNER: The waivers incorporated the
14 canopy being in front of the building, the minimum
15 frontage build-out, maximum setback on the minor road
16 which is Reynolds and then having the parking be in
17 the front.

18 CHAIRMAN STUTO: I'm okay with all of them.

19 The frontage build-out - are we going to be
20 able to supplement that with fencing and landscaping?

21 MR. VOSS: They should be able to take care of
22 that.

23 CHAIRMAN STUTO: Like Route 2.

24 Is everybody good?

25 (All Board Members agreed.)

1 Thank you.

2

3 (Whereas the above entitled proceeding was
4 concluded at 7:49 p.m.)

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATION

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

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 _____

