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PLANNING BOARD COUNTY OF ALBANY

TOWN OF COLONIE

O'REILLY AUTO PARTS
1929 CENTRAL AVENUE
APPLICATION FOR CONCEPT ACCEPTANCE

THE STENOGRAPHIC MINUTES of the above entitled matter by NANCY L. STRANG, a Shorthand Reporter, commencing on May 9, 2017 at 9:06 p.m. at The Public Operations Center, 347 Old Niskayuna Road, Latham, New York

BOARD MEMBERS:
PETER STUTO, CHAIRMAN
LOU MION
KATHY DALTON
CRAIG SHAMLIAN
SUSAN MILSTEIN

ALSO PRESENT:
Joseph LaCivita, Director, Planning and Economic Development
Michael Tengeler, Planning and Economic Development
Charles Voss, PE, Barton and Loguidice
Justin Petersburg, Esterly Schneider & Associates
Laura Weed, Conservation Advisory Counsel
Frank Mauriello

1 CHAIRMAN STUTO: Last on the agenda is O'Reilly
2 Auto Parts, 1929 Central Ave., application for concept
3 acceptance, raise existing restaurant in construct a
4 15,647 square foot retail building.

5 MR. LACIVITA: Same as before, Peter. This project
6 has been before us. The sketch plan was before us. They
7 have been before the DCC.

8 It is a COR zone. And it is within the
9 Lishakill Road/Kings Road GEIS. They will pay a
10 portion it share of mitigation fees and get a credit
11 for the removal of the existing building.

12 Tonight we are here for O'Reilly's Auto Parts
13 and Rob Osterhoudt from Bohler presenting the
14 project.

15 MR. OSTERHOUDT: Thanks, Joe.

16 I am Rob Osterhoudt with Bohler Engineering.
17 it's good to be back in front of the Board with the
18 O'Reilly project, 1929 Central Avenue.

19 We were last here in March for sketch plan
20 review. We are back before you with an amended plan
21 to address some of the items that we talked about at
22 that March meeting. I will talk you through those
23 comments and changes that have been incorporated to
24 not only the site layout, but also the building
25 elevations.

1 What I would like to do is kind of recap the
2 project real quickly. I will take up a lot of your
3 time with that, because you have the application
4 materials from previously.

5 I have an aerial view of the site here to put
6 it in perspective. We have the existing Sitar
7 restaurant, or former Sitar restaurant I should say.
8 It is currently vacant and has been vacant for some
9 time now.

10 The project site is here (Indicating). Access
11 is along the westerly side of the site. The building
12 in the parking is situated toward the back and then
13 we had some existing vegetation on the site and that
14 helps buffer the rear side of the property.

15 Looking over at the concept plan that has been
16 presented to the Board, this is actually the older
17 version of the concept plan. What we have done on
18 the updated plan that is in your packet - we have
19 added some landscaped islands along the west side of
20 the building. We added two more islands so we have
21 three landscaped islands on the side (Indicating).

22 We have a future's shared access connection to
23 the adjoining property to the west.

24 We also banked some parking at the back of the
25 site. Those were all items that we had talked about

1 at the sketch plan meeting back in March. What we
2 are banking for parking is six spaces. What we are
3 actually proposing on the site is 64 spaces to be
4 built, six spaces to be banked for a total of 70.
5 The Code requires 78, so we still do need a waiver
6 for eight spaces. We were not able to eliminate that
7 or bank those additional spaces. The reason why we
8 have not banked those eight spaces was because we
9 had talked previously about the groundwater in this
10 area. We have done several projects along this
11 corridor and we know that there is high groundwater.
12 We know that were going to have a shallow larger
13 stormwater basin to accommodate our stormwater
14 needs. So, we have that here. The banked parking
15 spaces that are shown on the plan are in this area
16 here (Indicating).

17 So, with that, there were some other items that
18 we talked about such as types of trees, the
19 plantings and the screening to the single-family
20 residential zone to the north behind the site. Those
21 are items that we will certainly address as we
22 progress with more detailed plans and take the next
23 step moving the project forward. So, we are not
24 ignoring those comments. We are just not at that
25 level yet with the plans to address them.

1 We are still looking at the four waivers that
2 we had talked about previously which would be the
3 frontage build out. So, the 80% requirement along
4 our frontage is not being met with this plan. We are
5 increasing at over what it is today going from 59%
6 to 67% or so. The reason why we are not getting up
7 to 80% build out is that our fences are going
8 exactly to the property line and it is not going
9 exactly to the curb cut and our driveway.

10 The same thing on the other side. So, we are
11 building out with decorative fence and piers as much
12 of the frontage as we practically can hear. We will
13 be looking for a waiver on the frontage build out.

14 The next waiver that we had talked about was
15 the mid/max building setback here of 20 feet. We are
16 proposing the building further back from that front
17 property line for several reasons.

18 We did go back to O'Reilly and talk to them
19 about that and whether or not we could move that
20 building out. They are hesitant to move the
21 building. They have had experiences where they want
22 to have parking out front because it makes the
23 business, much like many of the other businesses
24 along the corridor -- when there is parking out
25 front, people that are driving by see cars and they

1 know that it is a business that is operating and is
2 functional and open. So, from that perspective, they
3 want to have some presence of parking out front.

4 There are some other elements that come into
5 play also. There are other auto parts stores up and
6 down the corridor. They have parking out front. So,
7 if we did not have the parking out front, O'Reilly
8 would have a competitive disadvantage here.

9 So, that kind of drives two waivers, if you
10 will. One is the building setback and the other is
11 parking in the front yard.

12 The other waiver that we kind of already
13 touched on here was the parking and the fact that we
14 would be looking for a waiver for eight spaces which
15 is the eighth spaces above and beyond the proposed
16 parking and the proposed banked parking that we are
17 showing on the plan.

18 I'd like to just reiterate that this location
19 is going to be a very important component in the
20 O'Reilly network that they plan on building and the
21 greater area. This is a hub store and we had talked
22 about that previously. A hub store, in the sense of
23 an O'Reilly Auto Parts Store basically means that it
24 is not a distribution center, like a major warehouse
25 type operation, but it is a larger store that will

1 be used for both retail and warehousing. So, the
2 retail component to this store is similar to what
3 would be at any other store that is not a hub store.

4 There is more storage in the back of the
5 facility. So, our retail area is up here
6 (Indicating). That is roughly this corner of the
7 building. Everything else you see here is storage-
8 internal parts storage. So, this being a hub store,
9 this location will serve other O'Reilly parts stores
10 that are going to be in the area.

11 There will be a delivery vehicles here - small
12 pickup trucks that O'Reilly typically uses to
13 transport parts back and forth between their stores.
14 So, there will be a lot of trucks coming in and out
15 to make those deliveries two other stores. It would
16 be small pickup trucks because they are on an as
17 needed basis. It is much like the other auto parts
18 stores around the area. So, this hub store is very
19 critical to them because there are other stores and
20 other locations that they are looking at in the area
21 and other ones that they are working on in the area
22 that will need this store to support the other
23 stores.

24 MR. MION: I have a question for you. On the trucks
25 - I remember last time you said there are not going to

1 be any tractor trailers or anything like that. Yet, at
2 your other store that your putting in now where Big Sur
3 was, you going to have tractor trailers going in there.

4 MR. OSTERHOUDT: We will have tractor-trailers
5 delivering here. I don't think that I indicated that we
6 would not. We will have tractor trailers delivering
7 parts here. It is the interest store deliveries that
8 won't have tractor trailers. Maybe I was not clear on
9 that.

10 MR. MION: My question is - if that is what you
11 call a hub store, do those have supplies that you would
12 take out to the other stores? In other words, where I am
13 going with this is instead of having tractor-trailers at
14 the Big Sur store, it would be supplied by this store
15 here. Would that alleviate a problem in that location -

16 MR. OSTERHOUDT: I see what you are saying. From an
17 operational perspective, that's store - that Big Sur
18 will also have tractor trailers delivering parts they
19 are. That store will get its own deliveries of parts
20 that it needs to sustain its general inventory. Any
21 specialty parts -- let's say I own a 1983 Corvette and I
22 want to go to the store at the Big Sur site and they
23 don't have the brake pads that I need there. That store
24 will get those pads from this hub store. So, that's
25 kind of the sample that would happen here. Those brake

1 pads would be delivered to the other store via one of
2 the small pickup trucks and not a tractor trailer.

3 If I had a 2015 Honda Accord and I needed brake
4 pads, chances are the Big Sur store what have those
5 Brake pads and would not to make the correlation
6 between those two sites.

7 MR. MION: I might have misunderstood you. My
8 understanding was that there was not going to be in a
9 tractor trailers at this store. You were just can have
10 smaller vehicles.

11 MR. OSTERHOUDT: My bad if that was unclear to you.
12 I should've explained it more carefully. Yes, there will
13 be tractor trailers coming to deliver parts to this
14 store. There will be tractor trailers going to the
15 other locations as well. It is that inter store
16 relationship where the smaller pickup trucks parts
17 between stores.

18 MR. MION: You are asking for the setback. You
19 want to exceed the 24?

20 MR. OSTERHOUDT: That's correct.

21 MR. MION: One of the concerns that has been
22 brought up is the hotel is right down the road. You
23 have Hiro's as your next door neighbor. If they conform
24 to 24, you're going to be sitting back in a hole. Do you
25 know what I'm saying?

1 MR. OSTERHOUDT: Yes.

2 MS. DALTON: Your justification for the waiver is
3 visibility.

4 MR. MION: Exactly. People are not going to know
5 that you're there. It is going to hurt your business.
6 People are not going to be able to see you.

7 MR. OSTERHOUDT: We will have signage out here. We
8 have assigned proposed out in our frontage here
9 (Indicating). We understand that this building is
10 existing. The rest of the hotel was demolished and there
11 will be some other development of the site to our east.
12 Right now my understanding is that is approved for self
13 storage. That was done through -

14 MR. MION: But that wouldn't have any bearing on
15 that. That's in the rear of the property. The front of
16 the property will still stay there.

17 MR. OSTERHOUDT: Yes, this building is still
18 existing here. The rest of the motel was brought down.
19 There is so storage facility over here and is not going
20 to be very much visibility on this side of the building
21 (Indicating). That's why we're going to be counting on
22 our street signage here.

23 The Hiro's site here - we don't know what's
24 going to go on that. We personally have looked at
25 that for other clients. There is nothing formal on

1 the books right now for that. We don't have anything
2 active on the site right now. It has been looked at
3 and everything we have looked at for that site would
4 be similar to a lot of the other useless along the
5 corridor with the building setback for the from the
6 road and there would be a frontage build out similar
7 to what we are proposing. I no further up - the next
8 parcel up, Dollar General that we worked on - that
9 building is up front. Potentially, there could be
10 two parcels here with the building setback.

11 MR. MION: It can also be potentially that you are
12 the only one set back and you are in this alleyway.

13 MR. OSTERHOUDT: That is potentially true as well.

14 CHAIRMAN STUTO: What is her setback here?

15 MR. OSTERHOUDT: We are looking at 88 feet to the
16 building and that's enough to get the parking -- we do
17 have it moved up as far as we can and still accommodate
18 the parking out here.

19 MS. DALTON: So, what you just said when you are
20 making your presentation is that you feel that having
21 parking in the front provides visibility. In the
22 documentation that we have been given in review, they
23 actually have come out and said that it hampers your
24 visibility versus improving. In order for me to
25 comfortable granting waiver, we are supposed to have

1 good reasons for granting that waiver. Your reason is
2 direct opposition to what we are being told. To have any
3 other reason for wanting parking in the front? You are
4 getting two waivers - a waiver for parking in the front
5 and a waiver for building set back when the reason that
6 you are giving us contrary to what the analysis is
7 telling us.

8 MR. OSTERHOUDT: And just to clarify, the analysis
9 that you are referring is staff review, correct?

10 MS. DALTON: No. actually, it was the TDE review,
11 the Barton and Loguidice review. Your response to the
12 Barton and Loguidice review is we are still going to ask
13 for a waiver.

14 MR. OSTERHOUDT: My response to your question then
15 would be that O'Reilly Auto Parts has roughly 4,800
16 stores across the country. This is their business. They
17 know their business. They know what works and what
18 doesn't work. With all due respect to the comments -
19 whether it's staff for Barton and Loguidice, these are
20 planning guidelines that we are talking about here. When
21 an applicant has that type of experience with 4,800
22 stores, they know that business. They know that they
23 need to have parking out front for that this ability for
24 customers to know that they are open, to know that there
25 is space available for them and to keep up with their

1 competitors. Like I said, there are other competitors
2 along the corridor and not very far away have parking
3 out front and have that advantage of having those
4 improvements on their site and the marketability that
5 comes along with them.

6 MR. MION: I know you're talking about but in the
7 area, everything is sent back. That is not what is
8 happening here where you are at. I guess we are looking
9 out for you in that respect. It's going to be very
10 narrow, depending upon what happens to Hiro's.

11 MR. OSTERHOUDT: And we have to pay conversation
12 with our overly contacts. They understand that. They are
13 pushing to have this building where it is located. They
14 do understand that the setbacks are what they are and
15 that the buildings next door are what they are - for
16 what is being built next door. Further up the road - are
17 also - what they are. They are aware of that. They
18 understand that.

19 MS. DALTON: I think it may be more comfortable and
20 it is a small difference but when you write your
21 justification for what you want waiver, I would prefer
22 for you to say that it is a corporate branding, all
23 their stores are like this, that they feel adjusting to
24 the site that they have selected is not in their best
25 interest, given that their corporate strategy is to have

1 a different look to it. Because it's such a narrow
2 parcel and if all of the rest of the buildings stay
3 where they are, I completely disagree that it helps the
4 visibility. You can see what stores are there. You see a
5 bunch of cars. You might see a sign, but you won't see
6 the rest of the building. I would just like you to
7 change the justification because it is not consistent
8 with either with staff or with our TDE or what my common
9 sense tells me.

10 MR. OSTERHOUDT: I can certainly have our client
11 provides a more justification for that.

12 MS. DALTON: Well in order for us to grant waivers,
13 we need those justifications.

14 MR. LACIVITA: To Kathy's point, could you take a
15 look at removing that first group of banking with just
16 20 feet?

17 MR. OSTERHOUDT: What's that, Joe?

18 MR. LACIVITA: The first run along the building -
19 maybe look at taking the building and shifting forward
20 20 feet, take that first row out and reportion the
21 handicap parking along the side and along the front
22 possibly.

23 MR. OSTERHOUDT: I did talk to O'Reilly about that.
24 This heading and parking is very important for them.
25 That is their prime parking.

1 MR. LACIVITA: Well, your access point to the
2 building would be where?

3 MR. OSTERHOUDT: Our access point is over here
4 (Indicating).

5 MR. LACIVITA: So, if you proportionate again to
6 having an on this corner and that corner and you just
7 move the little forward, you can still work that
8 handicap parking into accessing the building.

9 MR. OSTERHOUDT: If we eliminated the parking here
10 or the parking along the building, what that does is -
11 if we eliminate this parking obviously it pushes the
12 drive aisle here closer to Central Avenue.

13 MR. LACIVITA: If you are actually at 30 feet and
14 your standard drive aisle is 24, you have 18 in your
15 parking so you have more than enough for a drive aisle.
16 I am saying if you bring your building to the 20 foot
17 corridor and then you've got your sidewalk in front, you
18 are kind of addressing what you are hearing here from
19 the Board and that is to move that building a little
20 closer and we proportion your parking throughout.

21 CHAIRMAN STUTO: Just for the record, the waiver
22 doesn't bother me.

23 MR. SHAMLIAN: Or me.

24 MR. LACIVITA: Okay. Well, I have been hearing it.

25 CHAIRMAN STUTO: You just said for the Board and

1 the waiver doesn't bother me.

2 MR. OSTERHOUDT: Joe the other reason that we have
3 that 30 foot drive aisle so that when trucks come in
4 here and unload, they are going to use this area for
5 their turnaround. That's why that has to be wider, as
6 well.

7 MR. LACIVITA: To make, it makes more sense if you
8 coming in and are using the back of the building to do
9 your turnaround instead of a customer parking area.

10 MR. OSTERHOUDT: Given the nature of the site and
11 the narrowness of it that we were just talking about, we
12 can't really get a tractor-trailer in and turn around
13 back there. There is just not room for it to navigate
14 at the back of the site. So, we do need that area up
15 front for the vehicle to turn around.

16 I'm not trying to shut down the points that you
17 made, Joe. They are good points. I will go back and
18 talk to O'Reilly about some options. Maybe there are
19 some other options that we could look at here. I get
20 the point.

21 MS. MILSTEIN: I have one question. Do you need all
22 the parking spots at this point or can you bank more
23 than the six?

24 MR. OSTERHOUDT: We went back to our client with
25 that to try to bank as many as we could. They can get

1 into the range where we are at right now - the 64 - they
2 are comfortable with that for a hub store location.
3 Anything less than that, they would be concerned with.

4 MR. MION: I'm looking at the comments from CDTA.
5 You have a bus turn off in the front. Is that or is that
6 not an active bus stop?

7 MR. OSTERHOUDT: According to that CDTA letter,
8 they removed the bus stop from this location and now
9 they have made a lot of corridor improvements here with
10 the bus system.

11 MR. MION: I disagree with that.

12 MR. OSTERHOUDT: Well, they put a lot of money
13 along the corridor - how's that? So, according to that
14 letter, this is no longer an active bus stop. What they
15 are saying is great here we see this transition - were
16 the old bus turnout used to be - they are saying that
17 this curb line can come straight out and this can be
18 reconfigured to eliminate that turnout now.

19 MR. MION: To be honest with you, I would like to
20 see that turnout stay there. It would give you better
21 access into your building and use of the sidewalk
22 around.

23 MR. OSTERHOUDT: I don't disagree with that.

24 MR. MION: So, as far as I'm concerned, that
25 bus stop turnout can stay there. That's how I feel about

1 it.

2 MR. OSTERHOUDT: I don't disagree with you.

3 CHAIRMAN STUTO: Do you see any downside to that,
4 Chuck?

5 MR. VOSS: Don't forget, it is not up to CDTA. This
6 is a state highway. That is DOT's road. You would still
7 have to get to tease permission to alter the curb line
8 or take out that bus turnout. My sense is that DOT will
9 not allow that change.

10 CHAIRMAN STUTO: What is your opinion? Do you like
11 the way this?

12 MR. VOSS: My opinion is that I think it should
13 stay. I think it provides a better and safer ingress for
14 your customers coming in.

15 CHAIRMAN STUTO: I feel that way also.

16 MR. VOSS: It's kind of a safe haven for them to
17 pull off and get on.

18 MR. OSTERHOUDT: Is that a common opinion from the
19 Board? Everybody is in general consensus here?

20 (All Board Members agreed.)

21 CHAIRMAN STUTO: My question has to do with the
22 elevations in the access. I can almost anticipate the
23 answers. The pedestrian access and the building is
24 facing Central Avenue. If this were my business and
25 this is not my building, I would make it more of a

1 corner access - sort of both sides. I guess it would be
2 the west side and the front.

3 Anybody else agree with me on that?

4 MS. DALTON: Yes, I do.

5 MR. SHAMLIAN: The one question I would have is
6 that it is a little deceiving when we look at the
7 building or the plan because it is a 50,000 square foot
8 building. From a retail standpoint, it's only 3,000
9 square feet. That is actually pretty small. I'm going to
10 guess that most of the time all of the retail customers
11 are in the front parking area.

12 MR. OSTERHOUDT: I think that's a safe assumption
13 or generally in this area.

14 CHAIRMAN STUTO: Which also asks what you need on
15 the parking.

16 Keep going, Craig.

17 MR. SHAMLIAN: So, on the retail side, how many
18 people are in an O'Reilly's at most; 10 or 15? I would
19 think that would be a lot. There's never been that many
20 in almost any auto parts store that I have ever been.
21 To the point in addressing the parking, how many other
22 people work in the hub part of the building?

23 MR. OSTERHOUDT: That's a good question. I would
24 anticipate that there is probably going to be on the
25 order of 15 employees at this location. So, the pickup

1 trucks for deliveries, the employee parking and the
2 customer parking -- again, this is the 64 spaces that we
3 are proposing. O'Reilly actually wanted to be at 70
4 spaces. We talked to them about the banked parking after
5 the last Planning Board meeting. They got them to lower
6 it down from 70 to the 64 and bank those other spaces.
7 That is really what they are telling us is a minimum
8 that they could go for here. Like I said, they wanted
9 to be at 70.

10 MR. SHAMLIAN: So, will pickup trucks be routinely
11 parked there overnight? They are not at other
12 locations. They are mostly here.

13 MR. OSTERHOUDT: They will be at other locations,
14 as well. Different stores have their own vehicles, but
15 this store being the hub store will probably have a
16 couple more than a smaller store would.

17 CHAIRMAN STUTO: Craig, are you against a corner
18 entrance?

19 MR. SHAMLIAN: No, it doesn't matter to me one way
20 or the other.

21 MR. MION: I would argue against that because of
22 what we did with the dollar store two doors down. We
23 have a corner entrance down there and that's nice. You
24 have a corner entrance and the rest of the building is a
25 blank wall on Central Avenue.

1 CHAIRMAN STUTO: Well, we don't have to allow that
2 to happen.

3 MR. MION: That's another case where I didn't think
4 that we did, but I guess we did. We have to keep that in
5 mind when were looking at this. That's the elevation on
6 Central Avenue.

7 MR. OSTERHOUDT: I have Justin Petersburg with
8 Esterly Schneider and Associates was here at the last
9 meeting. He flew and before the meeting tonight to talk
10 about the building. I think that corner entrance is
11 something that Justin can talk to.

12 CHAIRMAN STUTO: Okay, let me ask my related
13 question which is: The North exterior elevation shows
14 three window banks. The one closest to the road is that
15 a real window? That would be the lower picture. That's
16 facing the parking lot, right?

17 MR. PETERSBURG: Yes, it is.

18 CHAIRMAN STUTO: Are they real windows?

19 MR. PETERSBURG: They are not real windows. They
20 are surface applied windows. They will be the exact same
21 aluminum frame in the same glazing as a storefront
22 itself. I will have number four facing the class and it
23 will be surface applied with smooth safe block behind
24 that. It will not be an actual opening into the store.

25 CHAIRMAN STUTO: The ones closest to the retail

1 store - you don't want to real windows there?

2 MR. PETERSBURG: No. As far as the configuration of
3 the storefront itself, the problem is that they have
4 shelving here for actual product and sales area. That is
5 the main concern with a corner storefront as well. You
6 lose a lot of shelving there.

7 Additional factor with the corner storefront is
8 that the structural capacity - there are a lot of
9 additional costs with adding structure to maintain
10 an actual corner storefront as well. The columns get
11 bigger -

12 CHAIRMAN STUTO: That's not very persuasive to us,
13 I don't think.

14 MR. PETERSBURG: I understand that. Those of the
15 two main concerns with the corner store fronts, as far
16 as O'Reilly is concerned. They would want to face the
17 main street itself and maximize the visibility as much
18 as possible. Like was discussed previously with the
19 parking out in front, they want the visibility of the
20 cars parked out in front as well.

21 CHAIRMAN STUTO: Okay. That all said and even if we
22 agree with all of that, it looks like they have way too
23 much parking.

24 Does the Board agree with that?

25 I mean, you haven't given us numbers to

1 justify. You have so many customers - and I go to
2 auto parts stores and it's never 10 or 15. I don't
3 think I have ever seen 15 cars. Maybe this is a
4 different kind of store. Then, you have the workers
5 in the back and an occasional visitor. I don't think
6 64 spaces are justified.

7 Chuck, do you have any response to this?

8 MR. VOSS: I was just can I say, Rob, may be in
9 your next submission if you could contact O'Reilly and
10 get some number counts for similar types of facilities
11 in terms of employees, customers per hour and that kind
12 of thing. That would just kind of help the Board Members
13 view the site from a customer standpoint.

14 MR. PETERSBURG: We typically receive with these
15 hub stores about 15 to 20. That would be 15 to 20
16 customers in the store at any one time and 15 to 20
17 employees. Those employees would either be working in
18 the hub portion of the store, retail portion of the
19 store or also doing deliveries as well. They would be an
20 additional perhaps bank of 5 to 10 vehicles. So, that's
21 where the numbers come from. So, 20, plus 20, plus 10 is
22 approximately 50 plus 14 - contingency wise that's where
23 the 64 is coming from. They like it to be a little bit
24 higher just in case -- whether it is a seasonal or busy
25 time. Whatever the case is -

1 CHAIRMAN STUTO: If you take another look at that,
2 we would appreciate it.

3 MR. OSTERHOUDT: Certainly in the next submission,
4 we can find some additional justification there.

5 CHAIRMAN STUTO: You want more about exterior
6 materials are anything?

7 MR. PETERSBURG: The exterior materials maintain
8 the same. We have a masonry painted block here with
9 neutral colors (Indicating). We do have a decorative
10 cornice all the way around along the parapet with a rear
11 screening the rooftop units that will be there. We have
12 added a significant amount of additional features here
13 on what would be the west of the side here, facing the
14 parking lot. We talked about the windows here. Then, we
15 have added canopies as well. Those three islands that
16 were mentioned previously, we have indicated those on
17 the plans here with some landscaping. We added some
18 screening to the other door and also some variation and
19 features to the building facade itself.

20 The reason that the - what would be the East
21 side here has been less significantly blanked is
22 literally based on the adjacent development there.
23 It is going to be largely not visible from the
24 street or as you approach from the street. It would
25 just be additional cost to the clients.

1 MR. SHAMLIAN: The west elevation facing Central -
2 approximately what is the dimension of that blank wall
3 area?

4 MR. PETERSBURG: This would be approximately 40
5 feet.

6 MR. SHAMLIAN: Is there anything that you could do
7 on that -- to drop in an awning or something?

8 MR. PETERSBURG: We could place another custom
9 metal canopy there to kind of mimic what we have going
10 on the storefront.

11 CHAIRMAN STUTO: That sounds good.

12 Chuck, I know that we have not heard from you
13 yet.

14 We have a representative from the conservation
15 advisory Council, Dr. Laura Weed.

16 Do you have any comments on this?

17 MS. WEED: I was just wondering how much green
18 space?

19 MR. OSTERHOUDT: We are at 35% green space on the
20 site.

21 MS. WEED: Have you submitted the types of
22 plantings that you are going to plant?

23 MR. OSTERHOUDT: At this point we're still in the
24 early stages. We are only a concept right now. With the
25 next detail set of plans that we submit, that would have

1 to landscaped plan on that.

2 CHAIRMAN STUTO: Chuck?

3 MR. VOSS: Peter, thank you.

4 Just try to keep in line with the building
5 elevations - one of the other concerns that I have
6 was when the Board looks at that south elevation, it
7 is a large mass of basically block. Is there any way
8 you guys can use more vertical elements that you
9 have on the other three facades? If you could put
10 another row of like five or six across that large
11 southern exposure, it might just help break up the
12 look up that wall. I don't think you need any other
13 details like the awnings there. At this point, it is
14 screened by the motel. But at some point the motel
15 building comes down completely and brand new use in
16 there, you're going to see that as you going
17 westbound Central Avenue. Making a good on three
18 sides is really -

19 MR. PETERSBURG: What we would suggest is naturally
20 mimicking what we have here.

21 MR. VOSS: That's what I was thinking.

22 Just to go through our quick concept comments -
23 as we know, the project still very early in progress
24 but the site is served by all utilities. You have
25 sewer and, water on Central Avenue.

1 In looking at their initial stormwater layouts,
2 it looks like the infiltration practices are
3 certainly appropriate.

4 Rob, have you guys done test pits yet?

5 MR. OSTERHOUDT: We have not.

6 MR. VOSS: That will certainly guide and tell you
7 what you might need over there, given the groundwater.
8 So, we will look forward to those.

9 MR. OSTERHOUDT: We will coordinate those with the
10 Town.

11 MR. VOSS: Other than that, concept standpoint, the
12 building and the use certainly feels appropriate to the
13 area. There are really no engineering issues yet.

14 CHAIRMAN STUTO: There were no other comments or
15 people that signed up. When anyone like to speak on
16 this?

17 MR. MAURIELLO: Thank you very much. My name is
18 Frank Mauriello. I live 5 Ausable forks.

19 I just wanted to address the setback of the
20 building. I have noticed that Dollar General is
21 under construction and is very close to Central
22 Avenue. In the remains of the Skyland Motel just to
23 the east - that's also close to Central Avenue as
24 well. What I think that the Board also needs to do
25 is they need to take the whole area into

1 consideration you look at that part of central
2 Avenue from 155 down to St. Clare's Church. There
3 are number of parcels that are up for redevelopment;
4 the Hiro's restaurant, the Colorado Mine Company
5 also the old Bluebell Motel which is now vacant. I
6 think this is the time to maybe look at the setbacks
7 and decide what type of developments you're looking
8 to do there and make it more uniform. We can
9 aesthetically make the area look a little bit more
10 nicer than it is now.

11 I don't know if you really want a hodgepodge
12 development with the setbacks being close and far
13 from Central Avenue. My only comment is take into
14 consideration the entire stretch of Central Avenue
15 from new Karner Road down to St. Clare's Church,
16 keeping in mind how you wanted to look and come up
17 with a plan to improve the area. Thank you.

18 CHAIRMAN STUTO: Thank you.

19 Chuck, do you have any further comments?

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

21 CHAIRMAN STUTO: Do any of the Board Members have
22 any further comment?

23 MR. SHAMLIAN: When you come back, can you also
24 give us more detailed information in size of the signs
25 that you are proposing?

1 MR. OSTERHOUDT: Yes, we can do that. Typically,
2 O'Reilly has their sign vendor take care of their
3 signage. If that is something that we need to do and
4 included in the package, we can coordinate that.

5 CHAIRMAN STUTO: That is a good comment, Craig.
6 Thank you.

7 Okay, we have before us application for concept
8 acceptance. Do we have a motion?

9 MR. MION: I will make a motion.

10 MR. SHAMLIAN: Second.

11 CHAIRMAN STUTO: Any discussion?

12 (There was no response.)

13 All those in favor, say aye.

14 (Ayes were recited.)

15 All those opposed, say nay.

16 (There were none opposed.)

17 The ayes have it.

18 MR. OSTERHOUDT: Thank you very much for your time.

19 MR. LACIVITA: Do we want them to come back before
20 final just a kind talk to the parking?

21 CHAIRMAN STUTO: That would be a great idea. It
22 could be a sketch plan update, or whatever.

23 MR. OSTERHOUDT: Just clarify that, the next would
24 be preliminary final?

25 CHAIRMAN STUTO: How does the Board feel about an

1 update on this?

2 MR. MION: Yes, I think we should have it.

3 MR. VOSS: So, submit preliminary final plans next.

4 MR. OSTERHOUDT: Okay, great. Thank you for
5 everyone's time tonight. We appreciate it.

6 CHAIRMAN STUTO: Thank you.

7

8 (Whereas the above entitled proceeding was
9 concluded at 9:02 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 _____

