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PLANNING BOARD COUNTY OF ALBANY

TOWN OF COLONIE

ROSSETTI WAREHOUSE BUILDING
2 LEAR JET LANE
SKETCH PLAN REVIEW

THE STENOGRAPHIC MINUTES of the above entitled matter by NANCY L. STRANG, a Shorthand Reporter, commencing on February 13, 2017 at 7:15 p.m. at The Public Operations Center, 347 Old Niskayuna Road, Latham, New York.

BOARD MEMBERS:
PETER STUTO, CHAIRMAN
LOU MION
BRIAN AUSTIN
STEVEN HEIDER
KATHLEEN DALTON
CRAIG SHAMLIAN
SUSAN MILSTEIN

ALSO PRESENT:

Michael Tengeler, Planning and Economic Development Department
Nicholas Costa, PE, Advance Engineering and Surveying
Joseph Grasso, PE, CHA
Adam Leonardo

1 CHAIRMAN STUTO: Next project is Rossetti
2 Warehouse Building, 2 Lear Jet Lane, sketch plan
3 review. Construct a new one story 45,500 square foot
4 warehouse that includes 5,500 square feet office
5 component.

6 Mike, do you have any preliminary comments
7 before we turn it over to the applicant?

8 MR. TENGELER: Not really. We have seen this I
9 believe one other time. It came to the Planning Board
10 for sketch plan review.

11 We had a DCC meeting for the same applicant,
12 same site, but it was in an office venue. This is more
13 of a mini warehouse type of concept.

14 Adam will speak about it at the microphone and
15 Nick will also.

16 MR. COSTA: Good evening. Again, this is the
17 site of 2 Lear Jet. This project was in front of the
18 Board maybe a year ago or so. It was proposed to be a
19 two-story office building. We had some challenges from
20 that because of the proximity to the airport and to
21 their land area.

22 So, we have revised the project to be one
23 story, 25 feet high. It is proposed to be an office in
24 the front and a warehouse in the back. Basically, it
25 it would be any type of use that would need to have

1 inventory stored there - or supplies and for their own
2 use. There are similar uses along Wade Road. So,
3 that's what we are aiming for.

4 The site is 10 acres in size. It is owned COR.
5 It does have some wetlands that are outlined here
6 (Indicating). There is a stream that goes through
7 there and a tree buffer. It does have frontage on both
8 Wade Road and Lear Jet. The idea is to have the
9 entrances to the office in the front with parking. The
10 maneuvering and queuing area in the back for trucks -
11 tractor-trailers that may be delivering or picking up
12 materials from the facility. So, there is plenty of
13 green space because of some of the requirements to
14 have the distances away from the wetlands.

15 There are no issues with the amount of
16 impervious area to meet the requirements.

17 CHAIRMAN STUTO: Joe Grasso - I will try to say
18 it differently this time. You haven't had a chance to
19 do a full review of this, but tell us what you think.

20 MR. GRASSO: So, in terms of the use and in
21 talking it over with Mike, whether or not it is a mini
22 warehouse or a warehouse, it looks to be permitted
23 within the zone subject to a SPDES permit.

24 CHAIRMAN STUTO: If it's a main warehouse, or
25 either/or?

1 MR. GRASSO: Either/or. There is an amendment
2 and Mike was pointing out to me that in 2015, that
3 allows warehouse. I think that it is important to
4 clarify the use and make sure you don't get into a
5 situation where you're calling it one thing and it's
6 something else. There is a special provision in the
7 zoning for anything that tries to qualify as a mini
8 warehouse. The "shoulds" become "shalls" for the
9 design standard. So, it becomes tough. There is a
10 higher level of scrutiny and bar to be set for
11 compliance with the design standards. I think based on
12 this layout, it could be difficult to meet all of
13 those.

14 So, some things about the layout - it is a long
15 skinny building and it is on Wade Road. So, it's kind
16 of a commercial road. I think it's the last row that
17 you hit before you get to the airport property, which
18 is largely an open space area. So, the building is
19 over 500 feet long. So, how it feels along the Wade
20 Road corridor, I think, is something that the Planning
21 Board should be sensitive to.

22 Lear Jet Lane serves office buildings, to my
23 understanding. So, obviously we're talking about a
24 building that is a different use that is going to have
25 a very different look and feel about it.

1 Our preference is that the parking areas would
2 be screened, or not readily visible from Wade Road.
3 That's not going to be possible, based on this layout.
4 You've got the long truck loading area behind the
5 building that is going to be visible as you head north
6 on Wade Road. If that area can be screened or bermed
7 where the visibility is reduced, I think that would be
8 something that you should consider.

9 That additional appendage - what is the use of
10 that?

11 MR. COSTA: That would be for employees. That
12 was the idea - to keep the employees -

13 MR. GRASSO: That seems to be in a weird spot
14 for it - along Wade Road. If it's really just
15 employees, is there a better spot where it could be
16 pushed back to the back of the site?

17 We support access management along Wade Road.
18 So, we need to look at justification for having that
19 second curb cuts. Our preference is that all the
20 access would be off of Lear Jet Lane which is a Town
21 road and really was intended to provide the sole means
22 of access to all of these lots. That's not to say that
23 the Planning Board should not consider another curb
24 cut, but it's really got to be justified.

25 So, is it the intent that all the truck traffic

1 would come off of that curb cut?

2 MR. COSTA: Yes.

3 MR. GRASSO: So, that's the intent. So, it
4 would be preferable if all the traffic could come off
5 of the Lear Jet Lane access point. I don't know if
6 that is something that could be accommodated. I think
7 that's up to the Planning Board to talk about.

8 How heavily do you want that truck loading area
9 screened from you and if you really wanted screened
10 heavily, then we probably don't want to open up
11 another access point down there on Wade Road.

12 There could be some variance is required, based
13 on the footprint. So, you are planning and going to
14 the ZBA? I'll think you've done a zoning verification
15 yet.

16 MR. COSTA: We did do a zoning verification.

17 MR. GRASSO: Oh, you did?

18 MR. COSTA: There was some confusion with
19 regards to whether -- its use. Now that we have
20 clarified that -

21 MR. GRASSO: So, it's got a 30,000 square feet
22 print and you are over that. So, it's going to send
23 you to the ZBA anyways?

24 MR. COSTA: That's right.

25 MR. GRASSO: So, I think that's something

1 that's important.

2 CHAIRMAN STUTO: What did the Building
3 Department call it? Was it mini warehouse or
4 warehouse?

5 MR. COSTA: Today was the first time that we
6 got some clarification on that. The 2015 Local Law
7 wasn't available -- I don't want to say it wasn't
8 available because it was available. The printout that
9 they were using didn't have that and even in the
10 permitted uses, the table still doesn't have the
11 warehouse as a SUP, special use permit. That's what
12 creates the confusion and misdirection.

13 MR. TENGELER: I spoke with a Senior Commercial
14 Building Inspector to verify it.

15 CHAIRMAN STUTO: Joe read the definitions
16 before the meeting. He's asking what the definitions -
17 what are the differences. Just in your mind, you know
18 what a mini warehouse is. It's like some storage.

19 MR. GRASSO: So, it's storage on a temporary
20 basis. I printed out both definitions. Many
21 warehouse/sub storage facility is a building or series
22 of buildings which space is rented on a temporary
23 basis for storing nonhazardous goods, business,
24 personal or household effects and other items of
25 personal property; whereas warehouse storage and

1 distribution is a building or part of a building used
2 for the storage and distribution of goods; whereas
3 merchandise, substances or articles -- warehousing
4 does not include many warehouse, self-storage
5 facilities and does not include wholesale or retail
6 sales.

7 CHAIRMAN STUTO: Distribution is a distinction,
8 right?

9 MR. GRASSO: Yes.

10 CHAIRMAN STUTO: One is for storage -

11 MR. GRASSO: Under the new zoning, am going to
12 read the part that was added in 2015. It says: A
13 wholesale business and warehouse storage/distribution
14 in COR districts. In a COR district the wholesale
15 business use and a warehouse storage/distribution use
16 shall be permitted pursuant to special use permit
17 where the building is 60,000 square foot in size.

18 So, it does appear to be a permitted use,
19 subject to a special use permit. My question regarding
20 the footprint is in the table and says that the
21 maximum footprint size is 30,000 square feet. I didn't
22 know if that statement about the 60,000 square feet
23 was meant to override that 30,000 square foot
24 footprint. So, I'm just bringing it to next attention
25 something that's got to get worked out. So, if it

1 needs to go to the ZBA, it does.

2 CHAIRMAN STUTO: Kathleen, can you keep an eye
3 on that as well?

4 MS. MARINELLI: Sure.

5 MR. COSTA: It didn't make a separate
6 distinction to the 30,000.

7 With regard to the many warehouse, I think
8 their references to many warehouse wasn't for storage.
9 It was because they were going to be multiple tenants
10 that were going to use this one facility. So, it's
11 probably not correct to refer to it as a mini
12 warehouse because you have a definition for mini
13 warehouse.

14 CHAIRMAN STUTO: You used it as your own term
15 and not the COR's definition.

16 MR. COSTA: That's correct.

17 CHAIRMAN STUTO: So, you're going down the
18 warehouse track, is that correct?

19 MR. COSTA: That's definitely the second
20 definition that Joe read. That's the one that applies
21 to this.

22 MR. GRASSO: That's good for clarification.

23 So, a couple of other site plan things: We do
24 support sidewalk facilities as part of this project.
25 It would be great if this project could connect to a

1 distinct sidewalk facility which now resides on the
2 other side of Wade Road, further up. That was a
3 comment that came up as part of the initial
4 application as an office building. Obviously, this
5 level of pedestrian activity is not going to be a
6 significant for this use. We still think that it is
7 important to add to the pedestrian plan that provides
8 continuous sidewalks along the Wade Road corridor.

9 The Planning Staff provided really good
10 comments regarding the options of sidewalks on either
11 side of the road and where the logical termini are.

12 In terms of access on the cul-de-sac, the rear
13 access kind of comes off at the end at the far side of
14 the cul-de-sac. You've got to watch out the way
15 traffic movements go around a cul-de-sac if people are
16 not going to be always taking a right around a
17 cul-de-sac in taking the shortcut. You can have some
18 weird crossovers of vehicles on the cul-de-sac site.
19 You might have to look at some cleanup there.

20 Lastly, the storm water management areas. The
21 site has significant wetland conflicts, the way that
22 it is. There is a 100-foot buffer and they are
23 proposing storm water management areas within the
24 100-foot buffer which is something that we frown upon.
25 I think that you've tried to locate those storm water

1 management areas in the areas that are not heavily
2 wooded, which we support. The 100-foot buffers are
3 there for a reason, so we've got to take a close look
4 to see if there is a way to get those areas out of
5 those buffer areas. Normally, you have to put a
6 concentrated discharge point and bring it down to the
7 wetlands so you don't have issues within the wetland
8 buffer area. Other than that, we prefer to see those
9 storm water management areas outside the buffer.

10 That's really where we are at.

11 CHAIRMAN STUTO: Okay, Craig gets sounded like
12 you had a comment to make or couple of questions to
13 ask.

14 MR. SHAMLIAN: I guess first off I'd like to
15 see the building further away from Wade Road. I agree
16 with Joe that the screening on Wade Road is going to
17 be critical and I guess to that point - the building
18 seems to be too big for the available space.

19 You are already up against a 100-foot buffer,
20 as you shift the building away from Wade Road. It
21 would seem to me that the building needs to be smaller
22 and it definitely needs to be away from Wade Road.

23 Is that just a rough sketch at this point?

24 MR. COSTA: Yes. We just wanted to give -- the
25 building is going to have some different materials.

1 There hasn't been any definite selection.

2 MR. SHAMLIAN: I would just hope that as we
3 progress that it becomes a little bit more attractive.
4 It's in and among other office buildings. It needs to
5 look like a belongs.

6 MR. GRASSO: If it was L-shaped where it
7 extended along Wade Road, would that address some of
8 the concern?

9 MR. SHAMLIAN: I think anything that you can do
10 to get it away -

11 MR. GRASSO: I don't know if that works
12 operationally from a footprint point of view, but it
13 could solve a couple of things. It could reduce the
14 skinny appearance and length of the building
15 appearance, but it could also help to screen the views
16 toward the loading. I don't know if there is a way to
17 load that in with more of the office space. You can
18 try to address that concern.

19 CHAIRMAN STUTO: Do you have any questions on
20 the curb cut and all of that?

21 MR. MION: Quite frankly, based on the traffic
22 that does fly by there - they think they're at the
23 airport -- you already have the paved asphalt going
24 around off of Lear Jet. I don't see any need for that
25 one on Wade, especially when it opens into a hill

1 right there, too. So, I would prefer not to see that
2 curb cut there at all.

3 MR. AUSTIN: And make more screening, too.

4 MR. MION: Yes.

5 MR. AUSTIN: In your line of sight with the
6 hills -

7 MR. COSTA: If you look, there is no line of
8 sight.

9 MR. AUSTIN: With the elevation, it says
10 one-story building. It looks like a two-story
11 building.

12 MR. COSTA: It's 25 feet high. It's a typical
13 warehouse type building.

14 CHAIRMAN STUTO: The curb cuts are an important
15 issue. I don't have a pre-determining opinion myself.
16 How much truck traffic are you going to have? Lear Jet
17 only has two offices on the other side, as it looks on
18 the aerial. So, is it appropriate to have a bunch of
19 truck traffic going by those office buildings?

20 Joe Grasso, what is your opinion on that and
21 whether that circle or roundabout, whatever that is on
22 Lear Jet can handle that?

23 MR. GRASSO: It can handle it. If a going to
24 route all the truck traffic off of the end of the
25 cul-de-sac which we would probably prefer, we would

1 probably look to modify the cul-de-sac where it
2 doesn't have a center island and a truck can just
3 travel through the center of the cul-de-sac so that we
4 don't get into this situation where was on the right
5 side of the island and trucks that are off track into
6 the center of the cul-de-sac.

7 MR. AUSTIN: Joe, does the roundabout serve a
8 purpose right now?

9 MR. GRASSO: No, it's just a standard
10 cul-de-sac - planned cul-de-sac. I'm sure that the
11 tenants on Lear Jet probably like the fact that it's
12 planted in the center and they're not going to be
13 probably pleased with it - seeing a lot of truck
14 traffic there. It is a Town road and the Planning
15 Board has to look at things and what's in the best
16 interest of the Town, but also the property owner that
17 owns the parcel and frontage on Lear Jet Lane which
18 was really set up for all access to this property.

19 MR. SHAMLIAN: The roadway that's going around
20 on the cul-de-sac, Nick - was that intended for truck
21 traffic? How wide is that road?

22 MR. COSTA: It is 24 foot wide and has a radius
23 for a tractor-trailer. The other thought we had was
24 just to have coming in off of Wade Road and go out
25 Lear Jet.

1 CHAIRMAN STUTO: Right-outs? Can you say that
2 again?

3 MR. COSTA: Right-in only off of Wade Road.

4 MR. GRASSO: We have shown it as full access.

5 CHAIRMAN STUTO: We think about restricted
6 access there, Joe Grasso?

7 MR. GRASSO: I want to take a look at the site
8 distance, which we did not go out and look at - for
9 that issue.

10 MR. MION: They fly right down through that
11 area, too.

12 CHAIRMAN STUTO: If you're taking a right-hand
13 turn out of there - is that what you're saying?

14 MR. GRASSO: Yes, for trucks.

15 CHAIRMAN STUTO: Can we start with that turn
16 not being allowed as part of our analysis?

17 MR. GRASSO: Yes, I would say that if we were
18 going to start limiting access, it would be full
19 access in and restricted out. So, all the outs would
20 have to go to the cul-de-sac.

21 CHAIRMAN STUTO: Say you can't exit - even
22 right-hand exit.

23 MR. GRASSO: Yes, just restricted all. So, it's
24 a one way in drive only.

25 MR. HEIDER: I don't say this often. I don't

1 like it at all. It doesn't fit. It doesn't belong. It
2 is a professional office complex. By my calculation
3 you can fit 75 trailers in the back of that. I don't
4 know if that's what we want to see on Wade Road.
5 That's 125 feet wide parking area. That's huge. That's
6 almost like a UPS size. You can almost fit double
7 trailers. A right-out and right-in -- that second
8 entrance won't work at all. If you take the 18
9 wheelers pulling out of there -- it's on a hill and
10 it's on a grade. As it is right now down where Old
11 Niskayuna comes out, there's almost accidents all the
12 time because of Pepsi. I can't see anybody ever taking
13 a left out of there.

14 Do you own the buildings at 1 and 3 now?

15 MR. LEONARDO: Just 3.

16 MR. HEIDER: So, CSEA owns 1?

17 MR. LEONARDO: Yes.

18 MR. HEIDER: I mean, trying to keep things in
19 comparable neighborhoods - this is not a comparable
20 neighborhood - what is there now. I just cannot see a
21 tractor-trailer that will be lined up on Lear Jet Lane
22 getting in and out of there to get into the back.

23 I don't say that too often, Nick.

24 MR. GRASSO: This project site had come up for
25 a sketch review for offices. Was there a thought

1 process about a change or a change in market
2 conditions?

3 MR. COSTA: No, I think the change was that
4 when we started looking at the distance from the
5 projected height, it got close. We are still not
6 hitting the restricted contours. We are 38 feet in
7 height.

8 One of the recommendations from the FAA is
9 that -- even if they allow it, they frown on getting a
10 mass amount of people in that situation just in case
11 there is an accident. This would have a lot less
12 people than an office building - a two-story office
13 building.

14 MR. HEIDER: The building is longer than the
15 street by about 100 feet.

16 MR. SHAMLIAN: I'm open to see how you redesign
17 it, but I am more in the Chief's camp, than not.

18 MR. COSTA: I understand.

19 MR. AUSTIN: Maybe do it they said - make it an
20 L-shape. I don't know if that will serve the purpose
21 of the building.

22 CHAIRMAN STUTO: I think we're sort of
23 undecided. We need to learn more and you can come back
24 in for another sketch.

25 MR. GRASSO: I agree and I was just going to

1 say that. See if they need to go to the ZBA -- but I
2 would recommend another sketch plan review before they
3 go too far.

4 CHAIRMAN STUTO: Thank you.

5 MR. COSTA: Thank you.

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7 (Whereas the above entitled proceeding was concluded
8 at 7:35 p.m.)

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CERTIFICATION

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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 _____

