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PLANNING BOARD COUNTY OF ALBANY

TOWN OF COLONIE

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RADTKE MIXED-USE  
614 ALBANY SHAKER ROAD  
SKETCH PLAN REVIEW

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THE STENOGRAPHIC MINUTES of the above entitled matter  
by NANCY L. STRANG, a Shorthand Reporter commencing on  
May June 19, 2018 at 7:45 p.m. at The Public Operations  
Center, 347 Old Niskayuna Road, Latham, New York

BOARD MEMBERS:  
PETER STUTO, CHAIRMAN  
CRAIG SHAMLIAN  
LOU MION  
BRIAN AUSTIN  
CRAIG SHAMLIAN  
SUSAN MILSTEIN

ALSO PRESENT:

Kathleen Marinelli, Esq., Counsel to the Planning  
Board  
Nicholas Costa, PE, Advance Engineering and Surveying  
Joseph Grasso, PE, CHA  
Richard Eby, Bickford Senior Living

1                   CHAIRMAN STUTO: We're going to call up the  
2 next item on the agenda. Radtke Mixed-Use, 614 Albany  
3 Shaker Road, sketch plan review, application for a  
4 planned district development, consideration of rezoning  
5 for use of apartments, assisted-living facility in  
6 commercial subdivision for Aviation Road connector, 204  
7 apartment units with seven buildings and 61 unit  
8 assisted living facility.

9                   Joe LaCivita, do you have any introductory  
10 remarks on this one?

11                  MR. LACIVITA: Yes, the one thing that I do  
12 want to put on the record here, Peter, is this project  
13 comes to us by way of Town Board Resolution 606 for  
14 2015. That is December 3, 2015. It requested a zoning  
15 change from the single-family residence that it  
16 currently is to the PDD request that is before us.

17                  CHAIRMAN STUTO: I do want to say a couple  
18 things. This is a sketch plan review, which is a  
19 non-voting item. They just want to put this out into the  
20 public as a first blush and get an initial Board  
21 reaction. Sketch plans - they are not a public hearing  
22 and we generally don't take public comment on that.

23                  Someone had asked me what a public hearing  
24 is. We called public hearings. The Town Law requires  
25 that when you do a subdivision, you have a public

1 hearing. That is a requirement of New York State Town  
2 Law. So, when we have an official public hearing,  
3 which we are going to have at 7:40 p.m., that's going  
4 to be mandated by the subdivision and it's mandated by  
5 the Town Law. As a policy - we are not even required  
6 to - when we have a voting item, we do take comment  
7 from the public. That's not officially a public  
8 hearing.

9 So, this is not a voting item. It's not a  
10 public hearing. It is just sort of a first exposure of  
11 an application.

12 So, with that, I will turn it over to the  
13 applicant.

14 MR. COSTA: Good evening. My name is Nick Costa  
15 and I'm with Advance Engineering and we're here tonight  
16 to present the Radtke PDD that has been proposed that is  
17 in front of you.

18 The Radtke parcel is located off of Albany  
19 Shaker Road. This plan and encompasses about 23 acres.  
20 It is bound by Albany Shaker Road and also by Winners  
21 Circle and the intersection of Maxwell and Albany  
22 Shaker Road is right here (Indicating).

23 The parcel has been historically used as a  
24 farm. You can see the fields right here. So, they are  
25 actively farmed land. There is a residential that's

1 located in this area. This is the Afrim's soccer  
2 complex. This is Rustyville, which is a residential  
3 area. This is the new Capital Communications Credit  
4 Union facility that was built a few years ago. So,  
5 this gives you an overview of the site and location of  
6 the site.

7 What the applicant is proposing to do is  
8 develop this parcel for apartment use. There are seven  
9 buildings. There is one building being proposed to be  
10 developed as an assisted-living facility and then  
11 there is a retail building that is located right here  
12 (Indicating).

13 The other important proposal of this is that  
14 the applicant is looking to turn over about 2.2 acres  
15 of land so that the connector can be built from  
16 Winners Circle to Maxwell in Albany Shaker Road.

17 Again, as the site shows, there is existing  
18 infrastructure. There is sanitary sewer that exists  
19 along here and water mains. There is also sanitary  
20 sewer and water mains that are located here. They  
21 would only be extended to serve the proposed project.  
22 The proposed project does have 204 apartments. There  
23 will be open parking spaces and also some garage  
24 spaces that will be developed.

25 This plan is a little more detailed and it

1 shows some of the storm water management areas that  
2 are also going to be developed as part of the project.

3 This will show the existing wetlands that  
4 exist at the site. This blue color represents the  
5 existing wetlands.

6 Along the new extension or connector road  
7 there would be a curb cut here, a curb cut here for  
8 these leased apartments and a curb cut here for these  
9 apartments and finally, a curb cut here to provide  
10 access to this three-story apartment building  
11 (Indicating).

12 Obviously, there will be impacts for a road  
13 extension. We call it the Maxwell Road Extension. When  
14 that crosses over these wetlands, there will be  
15 impacts to it. The applicant has also agreed to convey  
16 this land which could be used to mitigate those  
17 wetland impacts.

18 The other exhibit that I have here is the  
19 elevation of the building. As you can see, the  
20 building utilizes a multitude of different materials  
21 in different elevations; the front elevation, the side  
22 elevations and the rear elevations. There are lots of  
23 windows which are designed with the guidelines  
24 requested and that those would be incorporated within  
25 it.

1                   Some of the amenities that are proposed - and  
2                   this is going to evolve as the design continues -  
3                   there will be a swimming pool and a community garden  
4                   area here (Indicating). There will be barbecue areas  
5                   that will be scattered through the site so that the  
6                   residents can go outdoors and utilize those.

7                   The other amenity is the sidewalks. There are  
8                   sidewalks that will be developed with the plan. Those  
9                   sidewalks will connect to the sidewalks that the  
10                  Maxwell Road Extension will have. Those will also  
11                  connect to the existing sidewalks which eventually  
12                  brings you out to some of the businesses that are on  
13                  Wolf Road and also eventually continue to the Town  
14                  Park, The Crossings.

15                  Again, the site is 23.2 acres in size. It is  
16                  zoned SFR and we are requesting the change to a PDD so  
17                  it can be developed as proposed.

18                  With me tonight is also Richard Eby and  
19                  Richard will be making a short presentation on the  
20                  assisted-living facility. We will come back and do the  
21                  questions after Richard gets done.

22                  MR. EBY: Thank you for allowing us to speak  
23                  this evening.

24                  My name is Richard Eby and I'm with a group  
25                  called Bickford Senior Living. We are a family owned

1 company and we are out of Kansas City, basically.  
2 We've been in the business since 1991. My brother had  
3 started the business and is since deceased. His sons  
4 now operate the business.

5 We operate about 58 buildings in basically  
6 the northeast quadrant of the United States.

7 My brother built the first assisted-living in  
8 1991. He sold his caterpillar dealership and was  
9 wondering what to do with the rest of his life. At  
10 that time his mother-in-law was suffering from  
11 dementia and they built the first one and she was the  
12 first resident. Her name is Mary Bickford and there's  
13 where we got the name.

14 We have a typical assisted-living building  
15 which is the prototype that we build. It is a 60 to 61  
16 unit facility. Notice that it has a residential type  
17 of architecture. It is a single story wood frame  
18 heritage asphalt shingled roof. You notice the mixture  
19 of building materials. We use brick and stone, hearty  
20 panel. We try to make this look as an inviting home to  
21 the environment as possible. I'm just going to run  
22 through some recent buildings that we have completed.

23 This is one in Richmond, Virginia. This is a  
24 drone shot of one of our buildings. As Nick mentioned,  
25 this is the location of the proposed 61 unit

1 assisted-living. Notice that this is not an  
2 illustration of the proposed one, but it is similar.  
3 You will notice that there are two interior  
4 courtyards. So, our residents are able to get outside  
5 and walk and yet be in a secure environment. We can  
6 then monitor their activities. The parking, as  
7 proposed, would be on the side of the building. Our  
8 services are in this region. Here we have a kitchen  
9 and our service areas where deliveries are brought in.  
10 It should be well landscaped. This is one of our  
11 interior courtyards. There are planters for the  
12 residents. We do have gardening areas and a patio.  
13 Notice the architectural materials that we use are a  
14 variety. They are high-quality. It presents a variety  
15 of textures on the surface. The shake shingles,  
16 precast stone, the windowsill shutters and the variety  
17 of brick courses here. We even have a copper canopy on  
18 most of the windows. We think it's a very attractive  
19 building.

20 Just as a conceptual idea, along Albany  
21 Shaker Road, along the north elevation, this would be  
22 the view of the building from the east elevation which  
23 would be adjacent to the residential - this would be  
24 the side of the building that would be seen. This is  
25 the rear of the building which would face the



1 apartments. This is the side that would be on the west  
2 elevation.

3 We are low-impact use. We generate very low  
4 volumes of traffic. We generate about 116 vehicles per  
5 day - trips per day. Of those, 13 are during the peak  
6 hour traffic so we have like six in and seven out in a  
7 one hour period. That's at peak hour. The morning peak  
8 hour is about eight trips per hour.

9 Also, our peak traffic is generated at off  
10 community peak traffic. Hour shifts are 7:00, 3:00 and  
11 11:00. They are offset from the typical traffic  
12 congestion. We have very low commercial traffic. Most  
13 of our traffic - some of our residents - their loved  
14 ones making visits, our staff -- we will have probably  
15 two or maybe three trash pickups per week. Those will  
16 be done during daylight and not during night hours. We  
17 also have a couple of deliveries of food materials.

18 We provide our own transportation for our  
19 residents, so there is no traffic basically generated  
20 by the residents with vehicles. Our residents get very  
21 quiet about 8:00, so we don't produce any additional  
22 noise. Shift changes at 11:00 and you will have maybe  
23 six people coming and six vehicles leaving. We don't  
24 generate smell. The pedestrian traffic - we don't have  
25 a lot of traffic that will be out walking along the

1 streets and so forth. If they want to get outside,  
2 they will do that in the courtyards being monitored.  
3 We are a secured building.

4 I forgot to mention one thing. You will  
5 notice that there are two courtyards in the building.  
6 They are like two squares combined. The larger  
7 courtyard is our assisted-living. Back here are 16  
8 units of memory care (Indicating). Memory care is a  
9 very, very secured building. Well, all of them are  
10 secured. Anyone with the propensity to wander is given  
11 a wandering device that monitors their location. So,  
12 it is secured. We think we are a low-impact use. Our  
13 typical resident is someone who is 85 or 86 years old  
14 who needs assistance with every-day living. We provide  
15 our own transportation. Just a real quick view of the  
16 building and the interior. This is what you see when  
17 you approach. This is a common living room. This is  
18 the fireplace area. This is the bistro, activity area  
19 behind it, residential dining, sit-down dining. This  
20 is a formal dining room that residents may use. This  
21 is our Buzz Cuts and Beehives - that is our salon.  
22 There is an activity area, bistro, our spa.

23 I think it's probably all you want to hear.  
24 If you have any questions, I would be glad to answer  
25 them.

1                   CHAIRMAN STUTO: Thank you. Do you have more  
2 presentation?

3                   MR. COSTA: No, we are all set.

4                   MS. DALTON: My only question has to do with  
5 memory care facility. In general, do you ever have  
6 residents who are actually able to get out of the  
7 secured area?

8                   MR. EBY: Is it foolproof? Probably not. The  
9 only way to get out of the memory care area is to walk  
10 through the assisted-living area. They all have wander  
11 guards. All the doors have two alarm systems on them.  
12 So, if they walked to the door, immediately notification  
13 goes to the staff pagers or phones saying blank blank  
14 resident just left blank blank door and within minutes  
15 they are supposed to monitor those things.

16                   MS. DALTON: Okay, because my only concern was  
17 being so close to Albany Shaker Road.

18                   MR. EBY: That is the definite fear of our  
19 business - someone with memory care issues. It's not  
20 like they could piggyback behind someone else.

21                   It used to be that if somebody were opening a  
22 secure door, they could walk out and you didn't know  
23 whether that was just someone walking with them.

24                   MS. DALTON: I like the alarm. Thank you.

25                   CHAIRMAN STUTO: I'm going to give my major

1 comment and then I'm going to ask Joe Grasso to give his  
2 comments.

3 The obvious thing to me - the elephant in the  
4 room or at least the elephant in my brain is density.  
5 This is a 23-acre parcel. I can ask the question and I  
6 don't know if you have done the calculation. It is  
7 zones single-family residential. Have you done a  
8 calculation of how many single-family houses you could  
9 get in there?

10 MR. COSTA: About 46.

11 CHAIRMAN STUTO: Do you think so? Even with the  
12 roads? I'm going to say 40, but you may be right.

13 MR. COSTA: Yes and with the wetlands, 45.

14 CHAIRMAN STUTO: This is 265 units total; the  
15 apartments and the assisted-living. That is 6 to 7 times  
16 the density. I'm just going to lay that out there. I  
17 will make the comment that I think it is way too dense  
18 and it's way too busy for that. It is a transition piece  
19 for the residential on Albany Shaker Road to the  
20 commercial that goes beyond it. I think that it's way  
21 too much going on there.

22 Joe, do you want to give your comments?

23 MR. GRASSO: Sure.

24 So, it is at sketch plan and this is the  
25 first time that it is been in front of the Board.

1           Although the project has been kicking around in an  
2           early planning stage for I think the past few years,  
3           it is a really important project site, as well as an  
4           important project. What makes it unique is that when  
5           the airport area GEIS was done back in the early  
6           1990's, in order to keep traffic congestion manageable  
7           in this area of Wolf Road and Albany Shaker Road and  
8           the Exit 4 and exit to interchanges, the GIS  
9           identified the need for parallel service roads,  
10          parallel to the Wolf Road corridor. They identify them  
11          actually on both sides of Wolf Road - closer to the  
12          Northway and then on the east side of the Wolf Road  
13          corridor. Because of how the property is developed on  
14          the west side of Wolf Road, a service road was never  
15          able to be planned and put in place in any substance.  
16          There are some roads over there that serve as segments  
17          of a service road, but no long linear feature. On the  
18          east side, however, the Town was able to be careful in  
19          the planning of projects and segments in the Wolf Road  
20          service road corridor established.

21                        You may recall in the past 5 or 10 years  
22          Parkside Crossings was done which extended from Sand  
23          Creek Road up to Metro Park Road. Aviation Road was  
24          already there. Winners Circle was converted from a  
25          private road to a public road and extended all the way

1 up to Marcus Boulevard where the new roundabout -  
2 Maxwell Road coming down from the south was realigned  
3 and brought down Albany Shaker Road. So, there is  
4 basically a continuous east collector road all the way  
5 from Sand Creek Road up to Albany Shaker Road, except  
6 for this - this is the missing piece. This 23-acre  
7 property was always thought of as maybe to accommodate  
8 this last segment of road.

9 Back in 2014, the Town hired CHA to do a  
10 schematic design study to understand the constraints  
11 on this particular piece of property and where that  
12 road may need to fall and how it may need to be  
13 designed so that the applicant or the property owner  
14 could then understand - work on their plans for the  
15 remainder of the property. So, we did that study and  
16 what came out of it was this layout of a schematic  
17 design of a collector road. It is important to note  
18 that the right-of-way of the road that goes through  
19 the site is about 2 1/2 acres. What that study showed  
20 is you actually need about 7 1/2 acres out of the 23  
21 acres in order to accommodate all the stormwater  
22 management facilities needed to support the road and  
23 in order to provide wetland mitigation areas. This  
24 site does have substantial amounts of Army Corps  
25 wetlands. Some of those wetlands would have to be

1 impacted by the road. So, that's where that study  
2 showed that 7 1/2 acres of property would need to be  
3 used up, basically, to accommodate this connector  
4 road. This is a row that the mitigation fees that are  
5 being collected in the airport area are going towards.  
6 So, the collected mitigation fees are going towards  
7 this project. If this was in a PDD and didn't require  
8 public amenities, any project on the site that would  
9 be generating traffic would have to pay mitigation  
10 fees. They can either pay cash or you can actually  
11 build improvements. So, this road construction could  
12 be part of the project and offset the mitigation phase  
13 that would have to be paid for by the project.

14 This is an important parcel and I think it is  
15 important that this plan that the applicants have  
16 presented takes into account the exact alignment and  
17 features that we identified back in 2014 necessary to  
18 build this collector road. That's a great part of the  
19 project. It respects all of those environmental  
20 constraints. This parcel is zoned single-family  
21 residential and when you take out the constraint lands  
22 and you look at the densities allowed by the  
23 underlying zoning, although we haven't gone to the  
24 calculation, we estimate that it's in the 35 to 40  
25 single-family home density range. Obviously, they are

1 looking at a different development proposal with  
2 significantly higher density and very different land  
3 uses. Although we don't think that this property is  
4 appropriate for single-family residential use because  
5 of how it's going to be used for a collector road, we  
6 agree that the density is something that the Planning  
7 Board really should weigh heavily on and advise the  
8 applicant of concerns there.

9 In terms of the various uses, we think the  
10 multi-family residential use is an appropriate use  
11 here. A senior assisted-living facility, we feel, is  
12 also a compatible use.

13 What is important though is the Rustyville  
14 Road neighborhood just to the east of this project  
15 site. These backyards back right up against this  
16 property line. So, when we start delving into the site  
17 plan issues, it is important to understand how this  
18 layout and the land uses are going to impact that  
19 single-family residential development. Based on the  
20 zoning, these people probably always felt that this  
21 was going to be an additional single-family  
22 residential development as a neighbor to them.  
23 Obviously, that's not what we are looking at.

24 In terms of the traffic, we are not that  
25 concerned about the traffic impacts because access is



1 going to be on this collector road and this roadway  
2 network has been set up to accommodate a lot more  
3 traffic than this project is going to generate. There  
4 will be a lot of traffic off of the Aviation Road  
5 corridor and it will peel traffic off the Albany  
6 Shaker Road corridor. This is the type of improvements  
7 we think are needed on a global scale to help traffic  
8 congestion throughout this whole study area.

9 Some specific things regarding the site plan  
10 layout that we are looking at - we are concerned about  
11 the curb cuts on both ends of the site being too close  
12 to the roundabouts. Those roundabouts have certain  
13 lines of traffic and turning movements coming in and  
14 out of the roundabout. There are certain separation  
15 distances that we look at these curb cuts on both  
16 ends. One is serving the retail with a drive-through  
17 use to the north and the other one serving the  
18 apartment building to the south. Those are actually  
19 physically too close to the roundabout. We would want  
20 those curb cuts to be consolidated into the center.

21 In terms of the scale of the buildings, we  
22 think that the one story senior assisted-living  
23 building and the way it looks is very residential and  
24 scale and fits in to the character of a single  
25 residential family neighborhood. It's obviously not

1 the same but it is consistent. The scale of the  
2 apartment buildings is very, very different. This is a  
3 large building. I think the rendering that Nick passed  
4 out today is 255 feet. The building blocks that are  
5 shown on the sketch plan are 269 feet long. So, the  
6 scale of the building is significant. Obviously, we  
7 are looking at a three-story building and you can see  
8 from the site plan that some of these buildings are in  
9 very close proximity to the residential properties.  
10 That is something that we would have a concern with  
11 and that the Planning Board should be alerted to.

12 Nick's site plan has obviously blocked out  
13 some massing of the buildings. We are not in favor of  
14 how these buildings are laid out on the site. We think  
15 there is a much more creative way that these buildings  
16 could be oriented to reduce their scale and make them  
17 more appealing and attractive. The rendering really  
18 starts to show a much more attractive building. The  
19 rendering also shows a building with like a  
20 porte-cochere out front which is a great architectural  
21 feature, but that's not represented on the site plan  
22 that we have tonight.

23 A couple of other things from a traffic  
24 circulation standpoint - the parking lots that come  
25 between the buildings are dead ended toward the

1 residential zone. We would rather have the buildings  
2 serve as a buffer from the parking areas and the road  
3 to the residences. That is something that the Planning  
4 Board has asked for on recent projects. That is  
5 something that we think should be looked at from a  
6 site plan perspective.

7 In terms of the wetlands, like I said, this  
8 site has significant amounts of Army Corps wetlands.  
9 In many areas of the site plan the parking lots in the  
10 buildings are in very, very close proximity to the  
11 wetlands where we think it would be very difficult to  
12 get these permitted and over time these wetlands would  
13 be impacted and no longer serve as a viable  
14 environmental feature.

15 Some of the buildings we think on the site  
16 plan are actually too close together and don't provide  
17 adequate separation. It was something that fire  
18 services brought up as a significant concern when the  
19 project went through the DCC review by the Town  
20 Departments regarding the lack of adequate  
21 accessibility for emergency vehicles.

22 Even when we get into things like the  
23 dumpster placement, understanding that this is just a  
24 sketch plan review, one of the things that we would  
25 start to look for on the plan is that these dumpster

1 locations are shown on the plan and shown away from  
2 the existing single-family residences. That is not  
3 something that we can find on the plan.

4 I don't want to get into the utilities and  
5 the storm water management concepts because those  
6 things normally will shake out. In terms of the big  
7 issues I think those are regarding how this road fits  
8 into the site plan in the land uses and the densities.

9 That's where we are in terms of our review of  
10 the more significant areas.

11 CHAIRMAN STUTO: I don't know if you are  
12 prepared to comment on the Albany Shaker Road Corridor  
13 Study. I had a written document from CDTC, the Capital  
14 District Transportation Committee and it looked like  
15 they were summarizing. I didn't get a chance to read it  
16 yet, which I do want to read. I think we need to know  
17 how it plays into that - from the findings of that.

18 Second, when that connector Road is finally  
19 made, that's going to cause substantial traffic  
20 pattern changes; would you agree?

21 MR. GRASSO: With that study showed is that  
22 although -

23 CHAIRMAN STUTO: Which study, now?

24 MR. GRASSO: The Albany Shaker Road Corridor  
25 Study.

1                   CHAIRMAN STUTO: And you have a draft of that,  
2 right?

3                   MR. GRASSO: We do and we actually helped  
4 assist in the planning work there in understanding how  
5 the different projects that were going through the  
6 process could impact the results of that study. So, we  
7 did have an important role in that study.

8                   Yes, this road will change how traffic flows,  
9 but it's really a dominant change to the Wolf Road  
10 corridor. It does not change the dramatically change  
11 the amount of traffic that is going to be going north  
12 up the Maxwell Road corridor. That was something that  
13 was verified to the Albany Shaker Road study. This  
14 road really helps alleviate traffic congestion at the  
15 exit for interchange and along the Wolf Road corridor  
16 and all the way down to Sand Creek Road. It helps  
17 create some traffic diversions off the Wolf Road in  
18 Albany Shaker Road, but it's not going to add more  
19 traffic onto the Albany Shaker Road corridor. So,  
20 there are two traffic improvements that are really  
21 going to help the Albany Shaker Road corridor: this  
22 service Road and the Exit 4 interchange being redone.  
23 Those are the big transportation improvements that  
24 help deal with traffic in this area. It has been  
25 looked at. That corridor study helped justify the need

1 that this road needs to go in. Really, not so much on  
2 Albany Shaker Road heading east, but really this end  
3 of Albany Shaker Road and how it operates with the  
4 Exit 4 interchange.

5 CHAIRMAN STUTO: Somebody asked me and at some  
6 point I'm going to ask you -- I know Exit 4 because my  
7 full-time job is at the airport and we have been  
8 involved in that project. That's going to help Albany  
9 Shaker Road - that is my understanding. You don't have  
10 to be prepared to answer that now.

11 MR. GRASSO: It doesn't and it's confusing  
12 because you think the more capacity you build at Exit 4,  
13 the more traffic you are going to send down Albany  
14 Shaker Road. Intuitively, that's what you think.  
15 Actually, by building efficiencies at the Exit 4  
16 interchange, it allows that interchange to handle more  
17 traffic and will alleviate some of it. It's what we call  
18 cut-through traffic of trips that are using the Albany  
19 Shaker Road corridor to alleviate the traffic right at  
20 the Old Wolf Road/Exit 4 interchange and airport access.

21 CHAIRMAN STUTO: Can you give me an example of  
22 a car traveling from one place to another and what they  
23 had for that intersection rather than cut through Albany  
24 Shaker?

25 MR. GRASSO: The exit for interchange -

1 obviously it's a Northway interchange, but if you're  
2 even starting in Corporate Woods or on I90, you can stay  
3 on the arterial highways when the Exit 4 interchange  
4 operates more efficiently and not be compelled that it's  
5 going to be quicker to get north on Maxwell Road by  
6 taking Albany Shaker Road to get there. So, by making  
7 that arterial system more efficient, you can keep cars  
8 on major highways and keep them off Albany Shaker Road.

9 CHAIRMAN STUTO: At some point we will ask for  
10 more detail.

11 Okay, I will turn it over to the Board.

12 MR. MION: I have a couple of questions. On the  
13 senior assisted-living facility, you only have one way  
14 in and out and that's on Albany Shaker Road?

15 MR. COSTA: Yes.

16 MR. MION: Do you really think that's going to  
17 work?

18 MR. COSTA: I think as Richard mentioned, the  
19 amount of traffic that is expected is not going to be  
20 very much.

21 MR. MION: Okay, then this goes to the second  
22 question. You said about 160 per day which are your high  
23 time shifts at 7:00, 3:00 and 11:00. Do they ever have  
24 visitors?

25 MR. EBY: Yes, that would be including

1 visitors.

2 MR. MION: Then, let's look at the parking. Is  
3 it really adequate enough parking? The only reason that  
4 I'm asking is because I have a relative in a nursing  
5 home right now and where I'm going, they don't have  
6 enough parking. It's really congested.

7 MR. EBY: We are sensitive to that, also. We  
8 need an adequate amount of parking, but we don't want to  
9 overburden parking - too much parking and lot coverage  
10 for both services. Historically, we find that it's  
11 accurate to calculate .6 or .7 times the number of  
12 residents we have. That's about what we like to have.

13 MS. DALTON: How many parking spaces are you  
14 planning? If this is an accurate drawing, I only see  
15 about 32.

16 MR. EBY: This is only conceptual.

17 MR. MION: So, you going to add some.

18 MR. EBY: We would like to, yes.

19 MR. MION: I'm going to go back to entering and  
20 exiting. We've all heard it. That generated a traffic  
21 study of all the traffic and I know it's at 7:00, 3:00,  
22 and 11:00, but people still have to cross that road.  
23 It's not an easy road, as you know. It's not an easy  
24 road to enter on.

25 MR. COSTA: That's when we move the entrance as



1 far as we could along our property.

2 MR. SHAMLIAN: Wouldn't it be better to enter  
3 and exit through some of the internal -

4 MR. COSTA: We're going to be looking at that.

5 MR. EBY: That's a nonstarter for us. Usually  
6 we have to have direct access.

7 MR. COSTA: No, I think that they are saying  
8 that the direct access is okay, but having another means  
9 of access.

10 MR. MION: If you start getting out there at  
11 4:00, 5:00, 6:00 at night or 3:00 in the afternoon  
12 sometimes, you're not going to make a left.

13 MR. COSTA: So, Fire Services asked us the same  
14 thing and made that comment during the DCC that they  
15 would like to see a connection.

16 MS. DALTON: The other reason for that - just  
17 to piggyback on what Lou was saying - the fact that the  
18 building is going to be as large as it is with people  
19 who are infirmed - there's not going to be mobile people  
20 - whereas under an apartment situation, you might have a  
21 couple of first responders. In a situation like this,  
22 you're going to need a lot of people to help get those  
23 people out if there's a real problem. This is just not -  
24 I recognize that it is conceptual, but if you've got  
25 cars in the spaces it's not enough room for a couple of

1 vehicles to get in there and be able to transport people  
2 if there's a real disaster. It's just not big enough. I  
3 see real safety issue.

4 MR. COSTA: And that's what they pointed out at  
5 the DCC meeting. We plan on addressing that.

6 MR. GRASSO: So, Peter, if I could just jump  
7 into this discussion about the access on Albany Shaker  
8 Road -- we agree that we would recommend that the access  
9 to any development within this parcel be off -- I call  
10 it Aviation Road or Maxwell Road Extension and not  
11 Albany Shaker Road. The lines on Albany Shaker Road are  
12 extremely high - 20,000 vehicles a day whereas the  
13 projected lines on this road are going to be in the  
14 2,000, 3,000 to 4,000 vehicles a day. We think it much  
15 safer access on the collector road. When you look at the  
16 orientation, we agree that direct access to the  
17 connector road is appropriate.

18 When we look at how the site is oriented,  
19 where we have the two smaller three-story apartment  
20 buildings and a really small three-story apartment  
21 building, we think that probably would be a better  
22 location for the assisted-living with an orientation  
23 directly to the connector. Aviation Road has a better  
24 site plan line. Those are the large site plan concepts  
25 that we think we want to work through.

1                   MR. MION: That takes you right back to  
2                   density. It's a little bit high, which has already been  
3                   addressed. Also, the question that I would add is: Would  
4                   the road be completed before they start filling the  
5                   apartments?

6                   MR. GRASSO: This road is not going to be  
7                   phased, from our perspective. It either needs to be done  
8                   before the development takes place or at the same time.  
9                   It's very likely that it would go hand-in-hand because  
10                  there would have to be a land transfer to establish this  
11                  right-of-way as part of the project. We would expect  
12                  that part of these roadway improvements would offset the  
13                  traffic mitigation fees.

14                  Just like the Ayco project, we think that the  
15                  roadway improvements and the development would have to  
16                  go hand-in-hand or the roadway would be done first.

17                  MR. MION: The reason why I say that is because  
18                  you've got people going out. The only way that they're  
19                  going in and out is via that road. It's got to be done  
20                  at the same time.

21                  MR. GRASSO: I'm not saying that there is no  
22                  way to phase it. Obviously, if there is no way that you  
23                  could make the connection to Albany Shaker Road and you  
24                  wanted to have an access developed down toward Marcus  
25                  Boulevard roundabout, you could do that. I'm not saying

1 that it couldn't be done, but it's got to be planned  
2 appropriately. Right now I think they are planning on a  
3 single-phased project.

4 MR. MION: Thank you.

5 MR. COSTA: Just a clarification: I know that  
6 on that rendering it shows a peaked roof. The roof will  
7 be flat. It will not be a peaked roof.

8 MS. DALTON: I think that hand-in-hand with the  
9 density issue is the wetlands issue which is if you were  
10 to eliminate the area that is wetland, we have almost no  
11 land there for anybody to do anything other than park. I  
12 don't think that it respects the value of the parcel, if  
13 that makes sense. That could be a really pretty parcel  
14 that people could then use and there is just too much  
15 stuff going on there to be able to appreciate the value of  
16 the wetlands and the greenspace that could be there. So,  
17 as you continue along with the density issue, I would  
18 really like for you to consider if you would respect  
19 that wetland and make it part of the design instead of  
20 something that you're dealing with.

21 MR. COSTA: One of the challenges with the site  
22 is that on the west side of the connector road, as Joe  
23 mentioned, we have to maintain some of that area for  
24 mitigation. So, that takes away some of that.

25 MS. DALTON: Absolutely. Again, that argues for

1 less is more.

2 MR. COSTA: Thank you.

3 CHAIRMAN STUTO: Brian?

4 MR. AUSTIN: I would have to agree. I don't  
5 really care for the site plan too much. It's really  
6 full. The way that the layout of the building is, I  
7 think that you're going to have a real concern from the  
8 residents with a 40-foot building right behind their  
9 houses, no matter how it's laid out.

10 So, that's one issue. I do like Joe's idea of  
11 moving the assisted-living to a different area so that  
12 it's more accessible. I thought originally that the  
13 access road - where the connector road was to  
14 alleviate traffic potentially from Wolf Road, but I'm  
15 seeing all these 204 apartments and now we're going to  
16 be creating, I think, more traffic on that connector  
17 road.

18 We're kind of on a theme tonight. The first  
19 one was a little bit full and this one looks a little  
20 bit fuller. I think it's a great project and there is  
21 a lot of potential for it. I'm sure you'll work this  
22 all out.

23 CHAIRMAN STUTO: Susan?

24 MS. MILSTEIN: I'm not going to repeat  
25 everything, but where is the closest Bickford to this

1 area?

2 MR. EBY: Pennsylvania.

3 MS. MILSTEIN: Where in Pennsylvania?

4 MR. EBY: Erie, or probably Detroit would be  
5 pretty close.

6 MS. MILSTEIN: You don't have Connecticut or  
7 anything like that?

8 MR. EBY: No.

9 MS. MILSTEIN: The other places that you have  
10 them - are they connected? Are your assisted-living  
11 connected to other apartments, such as you are  
12 presenting tonight or are they just isolated?

13 MR. EBY: We are often transitional uses  
14 between the single family residential or multi-family or  
15 commercial or business. We are kind of that transitional  
16 use. That is where we typically fit. Many of the areas  
17 that we go to - we have a special use permit because  
18 they want this type of use in those transitional areas.

19 MS. MILSTEIN: Do you have any of your other  
20 projects that are similar to the one that you are  
21 proposing tonight?

22 MR. EBY: Virginia Beach; Canton, Michigan  
23 which is a western suburb of Detroit. I would be glad to  
24 provide you with examples.

25 MS. MILSTEIN: Those are my questions.

1 CHAIRMAN STUTO: Craig?

2 MR. SHAMLIAN: I'm not going to repeat  
3 everything that has been said either. I do think that  
4 this is probably an appropriate use for a PDD.

5 CHAIRMAN STUTO: Which part? The apartments or  
6 the assisted-living?

7 MR. SHAMLIAN: The combination of what is here.  
8 It clearly doesn't strike me as single family property,  
9 despite what it is zoned. I think that if and when it  
10 proceeds, the question of off-site amenities or public  
11 benefit is something that we would need to discuss. I  
12 don't really love the elevation of the apartments. The  
13 elevations of the memory care and assisted-living, I  
14 think, look really nice. The density is certainly a huge  
15 component.

16 MS. MILSTEIN: I just want to add especially  
17 with the residential on that side, that's a shock.

18 CHAIRMAN STUTO: I will summarize my comments.  
19 I won't repeat what other people said. I do disagree  
20 with Craig. I don't necessarily think that apartments  
21 are appropriate there. I think that this design is over  
22 the top, honestly. That's how I feel about it.

23 And that's with respect to the density and  
24 the scale of these buildings. Assisted-living is a  
25 very nice use.

1                   Let me make one other point. You go from  
2 residential to Wolf Road and the Wolf Road use is  
3 extended to the Bette property which is where the  
4 Pioneer Bank is, perhaps maybe a firm's and then you  
5 have the residential. This is a transition piece.  
6 Maybe we can say that. I think that single family  
7 might be appropriate and I think that the memory care  
8 might also be a good transition use if it's done at  
9 the scale - meaning the height that's here and if you  
10 have the vegetation that screens it, both from the  
11 residences that are on the street next door and also  
12 visually from Albany Shaker Road. Could I consider a  
13 larger maybe a 55 and over? It's not for us to design  
14 your project. You may not even care what my opinion is  
15 on it but I think that it needs to be a lower scale  
16 use. I think that the assisted-living is fine, maybe  
17 some 55 and older but on a very much lower scale. I  
18 will give you credit that the connector road is  
19 important. Joe Grasso has been advocating for that but  
20 if it were single family or any other use, we probably  
21 would still try to get you to connect the two pieces  
22 together. You can argue against that on the equality  
23 of the road or the corridor of the road but you'd have  
24 to mitigate wetlands anyway, as well.

25                   That's my opinion.



1 Do you want to summarize?

2 MR. GRASSO: No, I think that we are good.

3 MR. COSTA: Thank you.

4 CHAIRMAN STUTO: Thank you for your time.

5

6 (Whereas the above entitled proceeding was

7 concluded at 8:25 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.

Dated: \_\_\_\_\_

NANCY L. STRANG  
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